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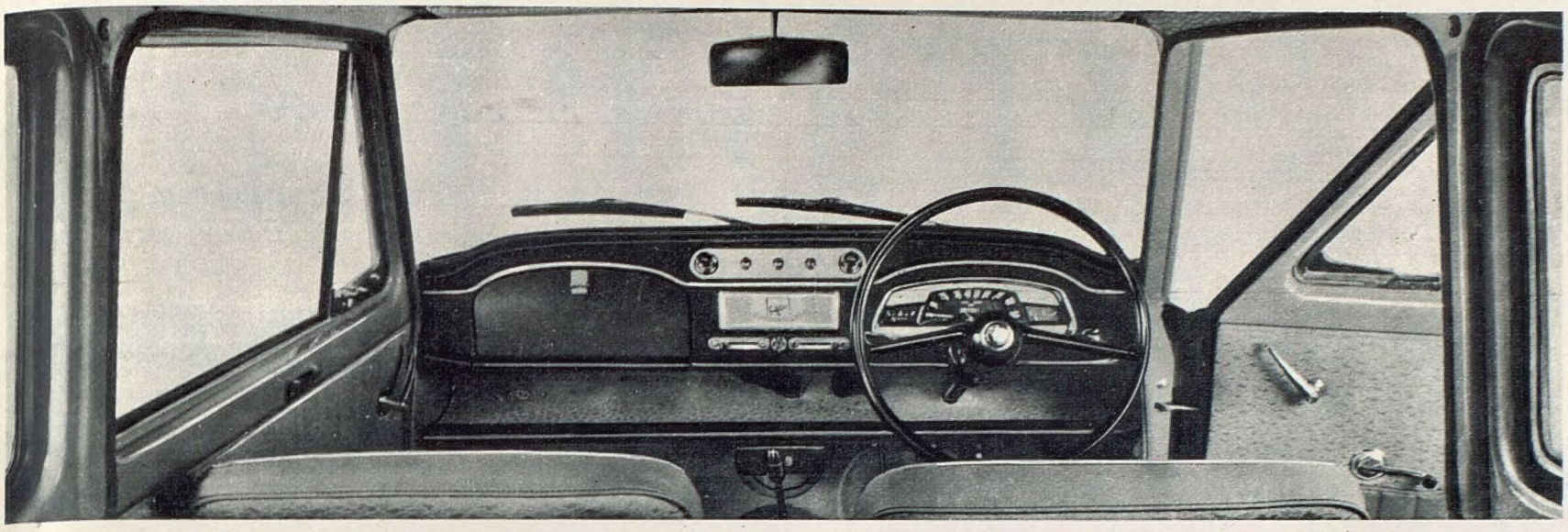

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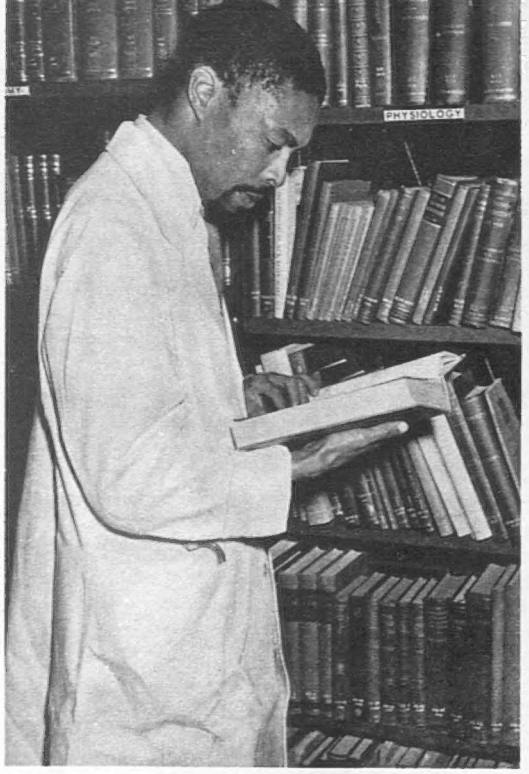
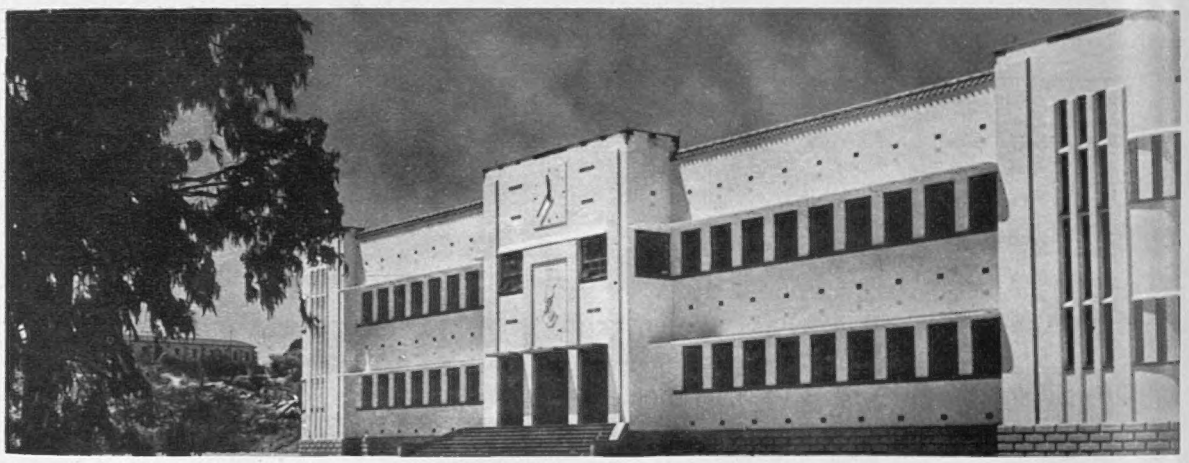
Focus on the new Foreigners





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Volume CCXLIX No. 3235

THE
SPHERE

LONDON, June 2, 1962

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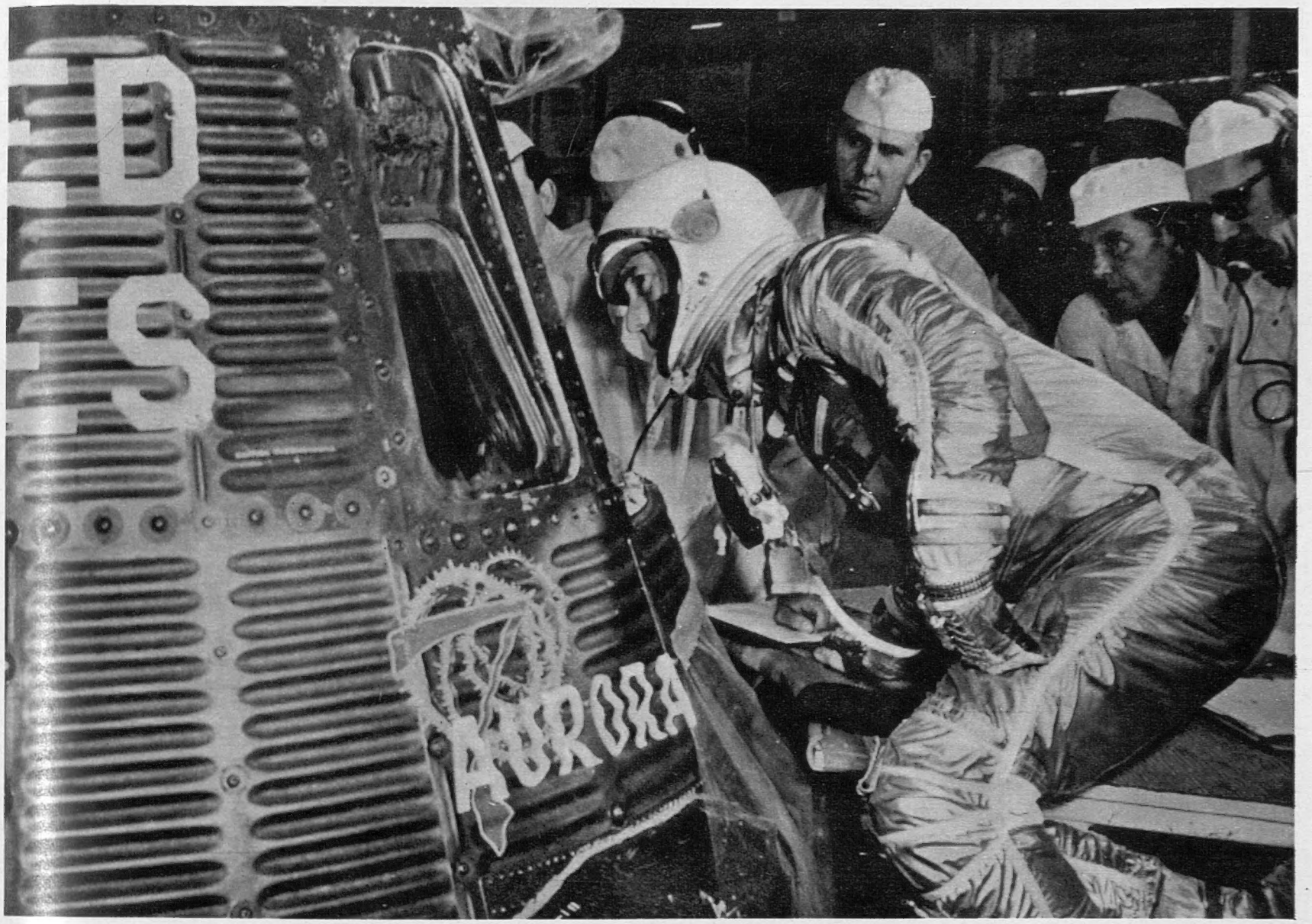
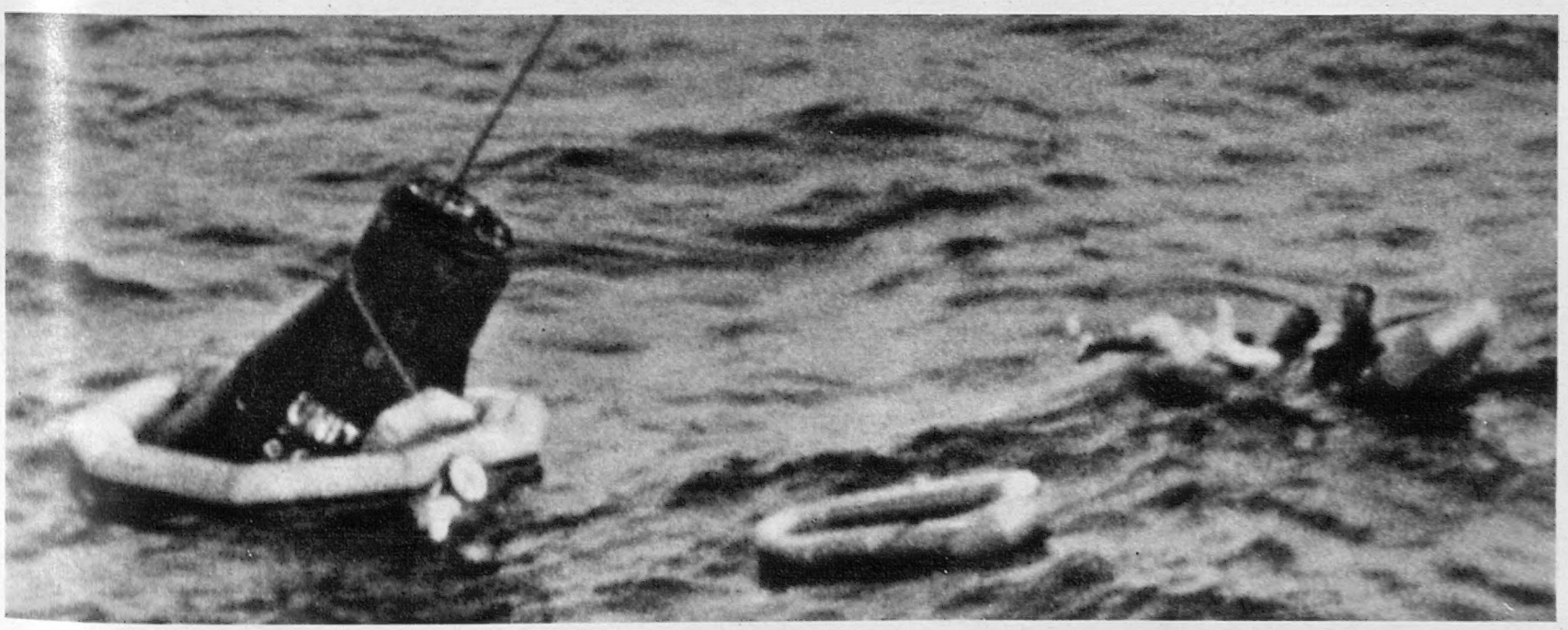




SUCCESS IN SPACE

Postage: Inland, 4½d.; Canada, 1½d.; Elsewhere Abroad, 4½d.

Top: Lieut.-Commander Malcolm Scott Carpenter, the U.S. astronaut, peers through the porthole of his Mercury space capsule *Aurora–7* before climbing in to be launched into space from Cape Canaveral and make three orbits of the earth. **Below:** At the end of his flight, he is in the Atlantic near his capsule, being assisted by a U.S. paramedic (a parachutist trained in medicine). Last week's orbital flight, made in the full glare of world-wide publicity, was the second in the series of the Mercury space programme, in which Colonel Glenn was the first. Both were of three orbits and both showed the strides the Americans are making in space, and also the breathtaking dangers inherent in the project. Commander Carpenter was fortunate in having one of the smoothest count-downs ever at Cape Canaveral, but various things went awry during the flight. On landing, he overshot by 200 miles his planned landing area and recovery forces spent 35 anxious minutes searching for him. The astronaut said afterwards he had "a few moments of anxiety" just before the capsule was slowed to re-enter the earth's atmosphere. But he was reported to have returned fit and well

NEWS SUMMARY

The Common Market and Incomes Policy dominate British politics; Franco on the Spanish strikes; continued Congo talks and tension in the Far East

The Queen is accompanied by Mr. E. R. Taylor, headmaster of Wolverhampton Grammar School, on her way to plant a tree in the school grounds. She made an extensive tour of Wolverhampton and its neighbourhood on the day before she attended the Consecration of the new Coventry Cathedral (See also pages 339-341)

A Ministerial meeting of the European Economic Community was to be held in **Brussels** on Tuesday and Wednesday this week. The agenda was concerned with questions of membership and it was hoped progress would be made on the terms of entry for Britain into the Common Market. This matter was also expected to loom large in the talks between President de Gaulle and Mr. Macmillan in **France** this weekend.

In **Britain,** Mr. Macmillan, addressing the Conservative Women's Conference in London, devoted a large part of his speech to defending the Government's incomes policy, and attacked employers and unions who wanted too much. Earlier, at the same conference, Mr. Selwyn Lloyd, Chancellor of the Exchequer, said his incomes policy had been a success, but threatened that he might have to institute stronger measures this summer. Other Government Ministers, in speeches at the weekend, hinted that the Government was considering drastic measures to control incomes policy. (See picture page 344.)

Twelve pictures, valued at about £30,000, were stolen from the Lefevre Gallery in London during the weekend. They included works by Picasso, Matisse and Renoir.

In the report of the Federation of Commonwealth and British Chambers of Commerce, whose Congress ended last weekend, a plan to improve trade between Commonwealth countries was put forward. (Pages 350 and 351 for pictures.)

Last Sunday General Franco made his first public speech since the strikes began in **Spain.** Addressing an audience of Civil War veterans who had served in his forces, he said the Soviet Government was spending large sums of money on financing intrigues in Spain and, on paying agents inside the country. He declared they were even trying to infiltrate certain lay organisations of the Roman Catholic Church. This was taken to be a reference to the support given to the Basque strikers by the Catholic Action workers' brotherhoods. Although there had been a return to work in some areas, it was estimated that there were still over 50,000 people on strike or going slow early this week.

M. Adoula, Prime Minister of the **Congo,** resumed his talks with M. Tshombe, the President of the province of Katanga, on the reintegration of Katanga with the rest of the country. This had been provisionally agreed at the meeting at Kitona last December. The Congolese Government was also negotiating with the Belgian Government concerning alleged mutual debts, particularly those of the Union Minière. The regimes of both M. Tshombe and M. Adoula were considered to be in danger if some agreement was not reached.

In **Western Nigeria** police used tear-gas to disperse the House of Assembly, in Ibadan, after fighting had broken out between members. A minister was injured and the mace was broken. The cause of the imbroglio was the dismissal of the regional Premier, Chief Akintola, after a dispute in the region's ruling Action Party.

According to reports last weekend, the flood of refugees trying to get into **Hong Kong** from Communist China was dying away. Refugees who reached Macao said that the Communist authorities had stopped issuing exit permits. Earlier both the U.S. and Formosa said that they would take Chinese refugees to relieve the pressure on Hong Kong. (See also pages 342 and 343.)

Elsewhere in the Far East, the stalemate in **Laos** last week continued to affect neighbouring countries. Under the Seato agreement, Britain, Australia and New Zealand sent token forces to **Thailand** to augment the U.S. troops in the State guarding the borders against any threat of pro-Communist invasion from neighbouring Laos. Prince Souvanna Phouma, the neutralist Laotian leader, returned to his country to renew talks on the coalition Government, believed to be the only way out of the political stalemate in Laos.

At Wednesfield, Wolverhampton, members of the Council are presented to the Queen by the Lord Lieutenant of Staffordshire, Colonel Wallace-Copland

Against a background of small-scale invasions of **West New Guinea** by Indonesian troops, the Dutch Government told the United Nations it was prepared to negotiate with **Indonesia** on the basis of the proposals of Mr. Bunker, an American diplomatist, suggested as a mediator by U Thant, the Acting Secretary-General of the U.N. Mr. Bunker's plan calls for a phased take-over of West New Guinea by U.N. officials, to be eventually replaced by Indonesians, and for a plebiscite to be held at an unspecified date, under Indonesian control with U.N. assistance, for the Papuan people to decide their own future.

THE NEWS IN PICTURES

THE EIGHTY-THIRD BIRTHDAY OF LORD BEAVERBROOK

Lord Beaverbrook sits flanked by Sir Winston Churchill and Mr. Macmillan on the occasion of the dinner given to mark his eighty-third birthday by Lord Rothermere (standing extreme right) at the latter's London residence. The other guests, representative of almost all Britain's national newspapers, are, from the left: Mr. Michael Berry; Lord Iliffe; Mr. Vere Harmsworth; Mr. Alick Jeans; Sir Godfrey Harmsworth; Mr. Cecil King; Mr. George Drew, the Canadian High Commissioner to Great Britain; Mr. Max Aitken; Lord Camrose; Mr. Roy Thomson; Lord Drogheda and Lord Rosebery. At the dinner Lord Rothermere, on behalf of all the guests, presented Lord Beaverbrook with a 2-ft.-wide solid silver tea tray on which had been engraved the signature of every guest and of four others who had been invited but were unable to attend

A PRIME MINISTER IS CARRIED BY HIS CABINET

Below, left: Mr. Obote, the new Prime Minister of Uganda, is carried on the shoulders of his Ministers after forming a Government. From left are Mr. Simpson, Minister of Economic Affairs; Mr. Ngobi, Minister of Agriculture and Co-operatives; Mr. Onama, Minister of Works and Labour; Dr. Lumu, Minister of Health, and Mr. Nadiope, Minister of External Affairs. Mr. Obote will become the first Prime Minister of independent Uganda on October 9

MR. BUTLER BACK IN LONDON

Mr. Butler, accompanied by his wife, returns from the Central African Federation at the end of his first visit to the area in his capacity as Minister for Central African Affairs. Of his sixteen-day tour of Nyasaland and the Rhodesias he commented: "We have a readiness to talk—and that is more than I expected." In Salisbury, Sir Roy Welensky, Prime Minister of the Central African Federation, said that he thought Mr. Butler's visit had done a lot of good

END OF THE SALAN TRIAL IN PARIS

Far left: Maître Tixier-Vignancour, chief defence counsel in the trial of ex-General Salan, acknowledges cheers after the High Military Tribunal passed a sentence of life imprisonment, not death, on the former leader of the O.A.S. terrorist organisation. Salan had accepted full responsibility as head of the O.A.S. With one exception, the nine judges were the same men who had sentenced to death ex-General Jouhaud, Salan's second-in-command. The tribunal's leniency astonished the world and brought a new crisis over Algeria for President de Gaulle. Last weekend he formally dissolved the Military Tribunal

PRINCESS ALEXANDRA AT THE BRITISH EXHIBITION IN STOCKHOLM

Princess Alexandra of Kent walks with Sir William McFadzean, chairman, the U.K. Export Council for Europe, during her visit to the British Exhibition in Stockholm. The trade fair, which ends on June 3, has been highly successful. Further pictures are on pages 364 and 365

COUNTRY COMES TO TOWN—COWS HOLD UP TRAFFIC IN THE CITY OF LONDON

Eight cows, representative of various breeds of milking cow in Britain, escorted by dairy maids, are walked through the City of London from the Mansion House to the Royal Exchange for the inauguration ceremony of the seventh June dairy festival, organised by the National Dairy Council. The Council broke with tradition by asking Mr. Gaitskell, the leader of the Opposition, instead of a Government Minister, to perform the opening ceremony. During his speech at the Royal Exchange, Mr. Gaitskell recalled that his mother, in a rash moment, had once said to him that you could eat cream with anything except bacon

DR. WILLIAMS AND SIR LEARIE CONSTANTINE IN LONDON

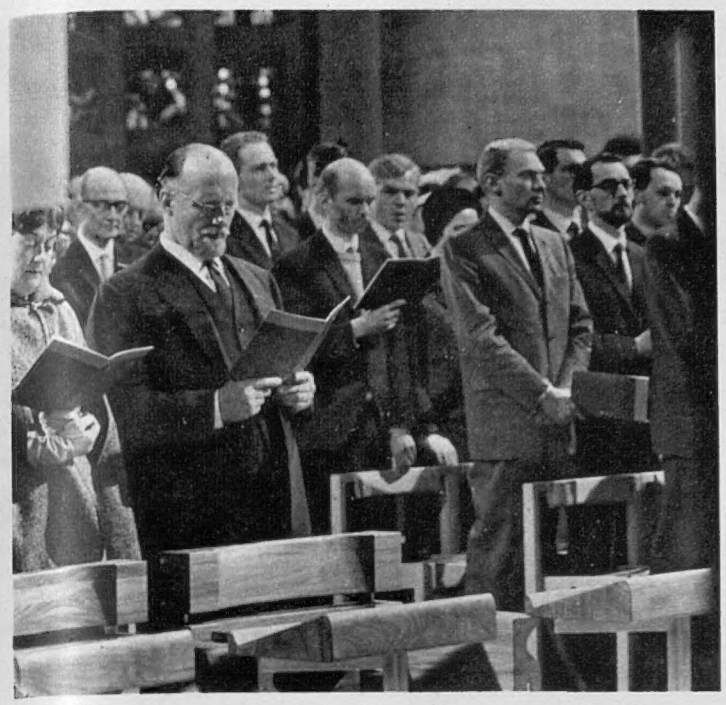
Below right: Dr. Eric Williams (left), the Premier of Trinidad and Tobago, and Sir Learie Constantine, who is to be the first High Commissioner of Trinidad and Tobago in London, arrive at London Airport. Dr. Williams reached Britain last week at the head of a delegation to attend the Trinidad and Tobago Independence Conference at Marlborough House, in London. The meeting this weekend between the delegation and Mr. Maudling, the Colonial Secretary, were to frame a constitution for the independence of the islands. Before the conference, Dr. Williams spoke of the possibility of a Caribbean Common Market, to include the French islands in the area

COMMONWEALTH CHIEF SCOUT IN RHODESIA

Far right: The Chief Scout of the Commonwealth, Sir Charles Maclean, is with Michael Beketa, one of the two African Queen's Scouts in the guard of honour for Sir Charles on his arrival at the Mashonaland Rally at Ruwa Park, near Salisbury, in Southern Rhodesia. More than 1,000 scouts and cubs attended the rally. During his tour of the Federation of Rhodesia and Nyasaland, Sir Charles spent a night under canvas with scouts at the rally

COMMONWEALTH HIGH COMMISSIONERS IN LONDON AT THE COMMONWEALTH DAY SERVICE AT ST. PAUL'S CATHEDRAL

Tunku Ya'acob, the High Commissioner of the Malayan Federation in London, and his wife arrive at St. Paul's, London, for the annual Commonwealth Day Service. **Centre:** The Canadian High Commissioner in London, Mr. George Drew, shakes hands with Lord De La Warr, chairman of the Royal Commonwealth Society, at St. Paul's. **Far right:** Sir Eric Harrison, the Australian High Commissioner in London, and Lady Harrison leave the Cathedral at the end of the service. May 24, Commonwealth Day, formerly Empire Day, held on Queen Victoria's birthday, was first celebrated throughout the Empire in 1904



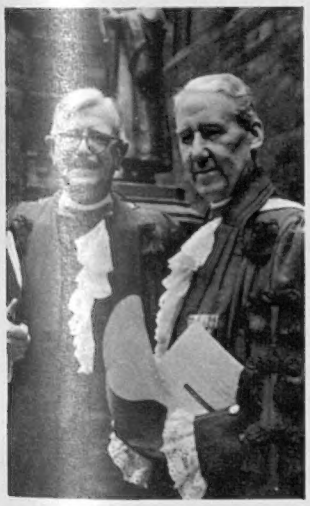
THANKSGIVING FOR THE COMPLETION OF A NEW CATHEDRAL

THE NEWS IN PICTURES

GERMANY TO COVENTRY

Above: Sir Basil Spence (second from left), the architect of Coventry Cathedral, and many of those who helped to build it, are seen among the congregation at a Service of Thanksgiving in the cathedral two days before it was consecrated. **Right:** Dr. C. K. N. Bardsley, the Bishop of Coventry, and other clergy stand at the High Altar during the service. Behind is the vast tapestry designed by Mr. Graham Sutherland. It is 74 ft. 8 ins. high and 38 ft. wide, and shows "Christ in Glory" with "man" beneath his feet and below "Christ Crucified." **Left:** Dr. Scharf, President of the German Council of Evangelical Churches, and his wife at London Airport. They went on to Coventry for the Consecration. (Pictures of the service overleaf)

ON THE EVE OF THE CONSECRATION OF COVENTRY CATHEDRAL



THE VERY REV. DR. CRAIG (LEFT) AND RT. REV. DR. DAVIDSON IN EDINBURGH

SCOTS CHURCH ASSEMBLY

At the opening of the General Assembly of the Church of Scotland, in Edinburgh, the Rt. Rev. Nevile Davidson, the new Moderator, invites Lord Mansfield, the Lord High Commissioner (immediately above and behind him), to address the fathers and brethren. On Dr. Davidson's right is the retiring Moderator, the Very Rev. A. C. Craig. The search for Christian unity was the theme of the Queen's letter, and the addresses of the Lord High Commissioner and the retiring Moderator

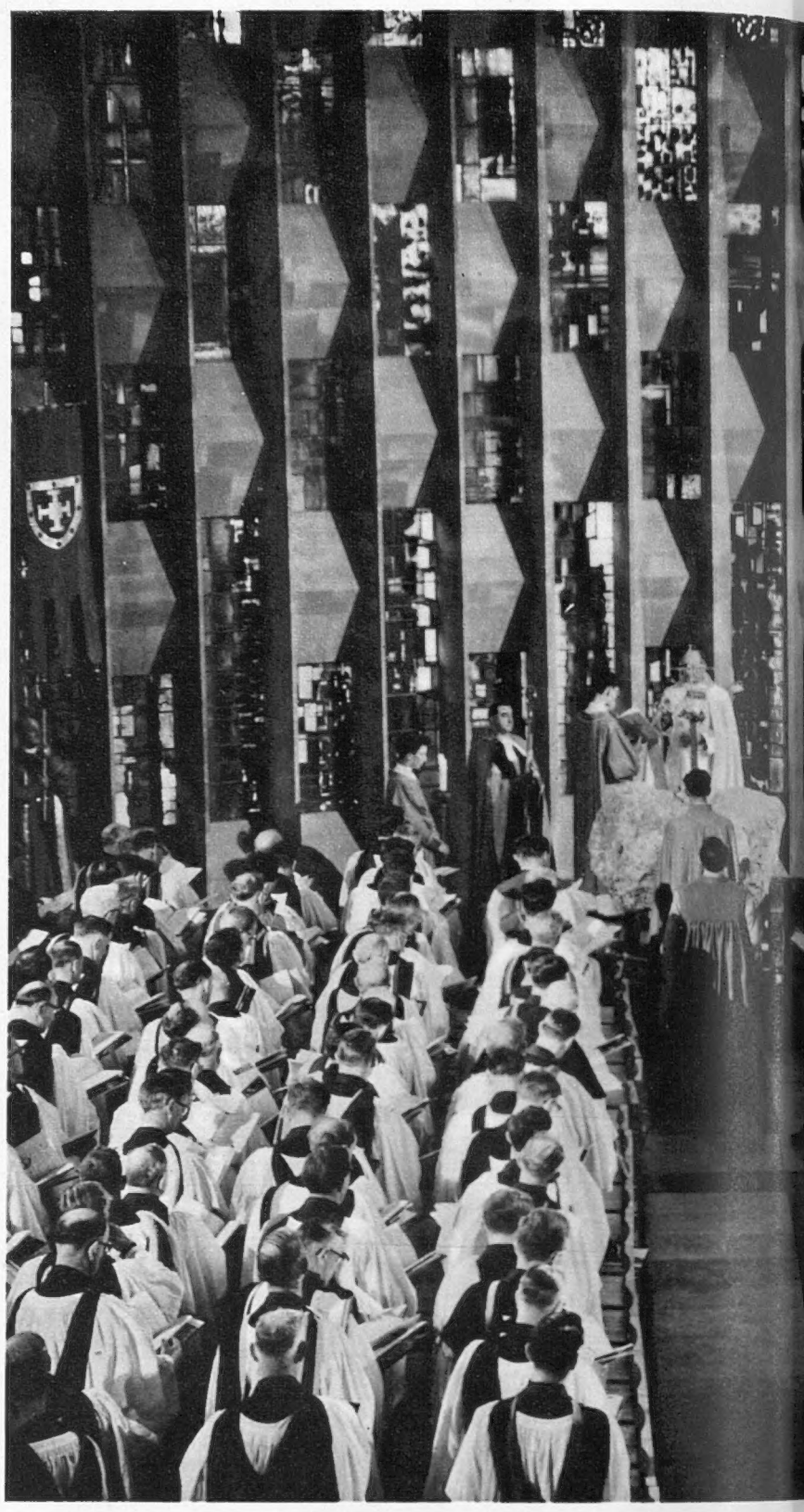
CONSECRATION AT COVENTRY

Nearly twenty-two years after the old Coventry Cathedral was destroyed in an air raid, the new Cathedral was consecrated last week in the presence of the Queen, Princess Margaret and the Earl of Snowdon. Before the service began processions, including those of representatives of other churches, of distinguished foreign guests and the Diplomatic Corps, of local dignitaries and of the Metropolitans of the Anglican Communion wound their way through the ruins of the old Cathedral to take their places in the congregation of nearly 2,000.

Two extremely ancient ceremonies were excluded from the rite of consecration. Instead of knocking with his pastoral staff on the closed door, the Bishop, Dr. Bardsley, cried: " Open the doors. In God's name welcome to you all." This was because it was not strictly a new cathedral that was being consecrated, but rather a new wing of the Church of St. Michael in Coventry where a Christian congregation has worshipped for many hundreds of years, and which became a cathedral when the diocese of Coventry was created in 1918. The second formality absent, for similar reasons, was the delivery of the keys to the Bishop on arrival.

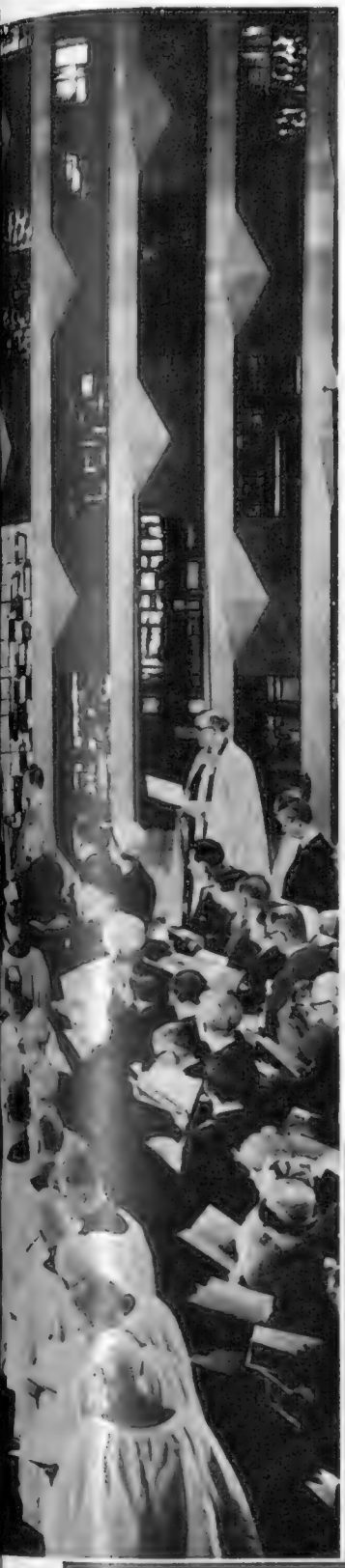
Much of the music in the two-hour service was written specially for the occasion. As well as the choir of Coventry Cathedral, choirs also took part from the Cathedrals of Birmingham, Gloucester, Leicester, Lichfield, Oxford, Peterborough and Worcester. For his sermon, the Archbishop of Canterbury, Dr. Michael Ramsey, took his text from Haggai: " The latter glory of this house shall be greater than the former, saith the Lord of Hosts, and in this place I will give you peace." He stressed that this was a house in which all the arts and the craftsmanship of our time had been united—"A generation has made its offering of beauty to the service of God."

The Queen leaves the Cathedral with the Bishop of Coventry, Dr. Cuthbert Bardsley



The Bishop of Coventry consecrates the font in the new Coventry Cathedral

The Queen signs the instrument of consecration watched by Princess Margaret



The Bishop leads the prayers towards the close of the consecration service, at the conclusion of which the Archbishop of Canterbury gave his blessing. **Below:** A general view of the Cathedral during the reading and signing of the instrument of consecration

JOHN CONNELL

THE EXODUS FROM CHINA

Until recently it was almost, but not quite, as difficult for a Chinese to escape from Communist China into Hong Kong or Macao as it is for a citizen of East Germany to get over the wall into West Berlin. Suddenly and somewhat alarmingly there has been a switch of policy. Frontier guards along the edge of the New Territories, who a month or so ago would have fired at any would-be illegal emigrant, have been waving them on by the score, and pointing out paths by which the British-controlled wire fence could more easily be evaded.

During three weeks, according to soberly conservative estimates, some 36,000 refugees crossed into Hong Kong from China; and to the worried and perplexed authorities in the Colony they began to seem only the first trickles of a vast human tide.

The whole story is confused, melodramatic and pitiful. It also has some oddly sinister undertones to it. Hong Kong is, and always has been, a city like no other, and a city of fantastic extremes. Almost twenty years have passed since its terrible ordeal of surrender to the Japanese. Its recovery after 1945 was rapid and spectacular. Then with the establishment of Communist dictatorship over the whole of the Chinese mainland, Hong Kong assumed a new strategic, geo-political significance, which, if anything, has intensified over the years. In theory it is even less defensible against a Chinese attack from the mainland than it was in 1942 against the Japanese seaborne assault.

In the process of liquidating the Empire, we have neither surrendered nor " liberated " Hong Kong; and the authorities in Pekin, though they have been lavish in their propaganda about British imperialism, have never pressed matters to a crisis. Hong Kong remains a Crown Colony, an anachronism, like Gibraltar, but on a much more lavish scale, big, extrovert, exhibitionist. Behind the show-off, pseudo-glamorous frontage, however, the British Colonial Administration has much to its credit—not least the humane and efficient, if unobtrusive, fashion in which it has sought to cope with the incessant immigration of refugees from metropolitan China. The refugees have brought a whole host of problems with them—problems of housing, feeding, sewage, transport, health and education.

A lorry is halted at a checkpoint in Hong Kong

The number and magnitude of these problems has been little recognised outside Hong Kong itself. Ignorance has been especially prevalent in the United States. Last week in the Senate in Washington, Senator Karl Mundt, a Republican from South Dakota, chose to criticise what he described as the continued refusal of the British in Hong Kong to accept more Chinese refugees. " To send human beings to a blood bath," he said, " simply because of economic conditions is one of the most atrocious acts in history." Reporting this, *The Times's* Washington correspondent was surely justified in observing tartly that presumably Senator Mundt was unaware of the numbers already given asylum in Hong Kong, or of his own country's determination to curb imports from the Colony.

But by contrast two Americans of my acquaintance, film-makers from California, indoctrinated with all the ordinary American views on British colonialism, went to Hong Kong a year or so ago on a tourist trip; they were so impressed with the British treatment of the refugees that they returned, stayed for several months, and made an impressive documentary which was an unaffected but very moving tribute to the Colony's administration.

What effect this documentary may have had in the United States in general I do not know. But there are some highly-placed and informed persons who share my friends' (far from popular) view. Last week, when the " invasion " story was beginning to splay across the headlines of the British popular Press, it was refreshing to read that Mr. Lincoln White, the State Department spokesman, said: " The record of the Hong Kong authorities in caring for more than a million Chinese refugees in the past ten years has been truly outstanding."

But the current wave of immigrants is extremely disturbing, because it is of a new and different order of events. It is not easy to trace its origins and history. In one aspect, of course, it is an obvious consequence of bad harvests combined with characteristic, ruthless Communist inefficiency. Though the ruling junta in Pekin are both contemptuous of outside opinion and surlily reluctant to let the truth be told about conditions in their country, the word " famine " has been bruited about for months. Kwangtung, the big, densely-populated province bordering on Hong Kong and on Macao, has been reported to be particularly hard hit by drought; and towards the end of last year there was persistent rumours, filtering out from Canton to Macao, that the Communist authorities would off-load " useless mouths "—the old, the sick and the infirm—on to both the British and the Portuguese colonies, simply in order to reduce their own population pressure.

The influx over recent weeks, however, has not been confined to the obviously unwanted; and it seems that though the bosses may condone it (and indeed even encourage it) for their own purposes, they did not set it in motion. The majority of the newcomers are young and able-bodied, and they are not starving, nor do they appear to be suffering from any diseases of persistent malnutrition. They say that they are fleeing from hardships and food shortages, and in fear of worse hardships and more severe shortages. Is this altogether spontaneous?

A mass movement of this kind is always perplexing, especially to Western eyes. Asian peasants—my own experience is of India, not China—have always had a habit, in times of drought, bad harvest and the threat (or the reality) of famine, of trekking in whole families and village communities from the countryside to the nearest big city. In 1943 Calcutta was " invaded " by thousands of starving peasants, just as Hong Kong has been invaded this year. The illusion that the rich city would, or could, feed them was a terrible one.

How much is it a genuine illusion in China today? There has been for years considerable two-way traffic between Kwangtung and Hong Kong. Almost every family in the Colony and in the New Territories has relatives beyond the border. Conditions in Hong Kong, however difficult, are known to be infinitely better than those prevailing in the People's Republic. Some of those arriving have walked the whole way, barefoot. Others have come by train—a fact which is one more proof of the authorities' lack of opposition to the exodus. Has lack of opposition turned to active, if covert, exploitation? If there were nowhere else for the refugees to go, life might be made quite unbearable for Hong Kong. As it is there is a grave shortage of water. It is certainly not beyond either the desire or the capacity of the Communist regime to try to extract the maximum advantage from its own internal difficulties, by wishing the whole problem on to the British and on to the world.

Early last week the Chinese Nationalist Government in Formosa, which hitherto had taken only the able-bodied coming out through Hong Kong, announced that it would accept all refugees who wanted to go there. Was this humanitarianism, or shrewd politics? Or a mixture of both? Formosa itself is beginning to suffer from population pressure; and there will clearly be a limit—though a much higher one than Hong Kong's—on the number of refugees it can absorb.

The Communists will despise any show of goodwill and be suspicious of it. The Chinese Communists in this respect are no different from the rulers of the U.S.S.R., of whose outlook and conduct Mr. George F. Kennan wrote recently: " In thirty years' experience of Soviet official literature, I cannot recall an instance of a non-Communist Government being credited with a single generous or worthy impulse."

They themselves have much to hide. Hitherto they have taken some care to hide everything they do not want the foreigner to see. What are conditions really like at present inside China? It is a little naïve to expect the refugees to give the West much valuable or relevant information. On the other hand, the very fact of their exodus is itself an important piece of information; but what precisely it tells us is by no means easy to assess.

Natural calamities, we know, have been tardily admitted. Foreign grain was bought; but—according to the *Daily Telegraph*—some of it has been re-exported to Albania. Has the regime really been faced with a human problem of dimensions and a complexity which it could not tackle? And what happens now if Mao, having turned the tap of emigration on, decides for his own purposes to turn it off just as suddenly? Is *The Economist's* Hong Kong correspondent right in saying that, supposing the tap is turned off, " a bloody reaction will be unavoidable if the authority of the Communist border guards is to be restored "? Will that reaction be faced, or has Mao discovered, and will he go on using, a strange new instrument of disguised aggression?

A meal in Hong Kong for refugees from Red China before they are sent back across the border and, **right,** a woman shows her dejection on being refused entry to Hong Kong

REFUGEES IN HONG KONG

A young Chinese refugee jumps from a lorry returning him to the Communist border

Left: A British soldier carries a weeping Chinese boy into a temporary refugee camp

b

Princess Alexandra leaves the Ashmolean Museum in Oxford after having opened new galleries for the Department of Eastern Art. To the left is Mr. Peter Swann, the Curator of the Department

Lord Home, the Foreign Secretary, addresses a gathering of 3,000 women Conservatives at the 34th annual conference of their National Advisory Committee at Central Hall, Westminster

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A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

THE STRIKE THAT NEVER WAS. Looking back on the relief felt when the threatened dock strike was averted at zero minus one, I congratulate myself and those neighbours who discussed the threat with me, as proved (for once) to be true prophets. Not one of us for one moment expected that it would take place, or that either side would suffer it to take place. The negotiations were on the familiar pattern, there was the customary bluffing and "last words" on either side, and the dog-fight went on till closing time. No doubt the "under-dog" won on a short-term view. We sometimes ignorantly brand some of our fellow men in industry as short-sighted or blindly obstinate, but we do not credit them *en bloc* with the folly of cutting off their noses to spite their faces. And even Mr. Hare, who worked so hard at the eleventh hour, must soft-pedal his conciliation success, since in the long term the consequences of the settlement may well have effects which would no doubt have more quickly come from weeks of idleness at the docks. New claims and inflationary threats are among those consequences, and if the dockers are now won over to ca' canny for a term, the nation's prospects of fairer competition in overseas markets are no signally the brighter, while the pay pause continues to disintegrate. It is good if we can deliver the goods, but the prices at which we can deliver them are all important. It is early days for those who felt the relief to throw their hats in the air. The time for "cakes and ale" must be deferred till Christmas and then enjoyed only if we are "virtuous" and patient all summer and autumn.

SET FAIR? Industrial output in Britain, the official statistics announce, is at last beginning to expand again, with a steady increase in exports. If Britain's sales abroad go on increasing by £2,000,000 a month so far recorded, then by the end of the year 8 per cent. or more will have been achieved. A year is a long time. It is to be remembered that industrial output in the first three months of 1961 exceeded this triumphant increase in output in the first quarter of 1962, and it is unwise to bank too much on sustaining it throughout the last three-quarters of 1962. Political and economic imponderables very quickly effect and contract expanding overseas markets; even American booms may be shortlived; and we have had too constant and bitter reminders that, when overseas markets call for our products, impatience at home to share in the profits of the bigger cake makes it difficult for British industry to meet the overseas demands on time. We should be slow to throw our hats in the air for some months to come. We need proof that the logic of nursery lore has at last been accepted by all concerned in British industry. We can't eat our cake and have it all at once. We must bake it, deliver it to our customers while it is still fresh, and wait to receive the crumbs in cash benefits. We dare not yet rule out that in the months to come we shall read lamentable reports of reduced interest in our products in overseas markets, of idle docks, workers laid off, restrictive practices, rotting cargoes at home, and all other signs that we want the prize before the race is over, and, like the baby and the cake of Pears' soap, we won't be happy till we get it. Perhaps national myopia and greed are less in evidence than they were during much of the past year, but our impatience to

A view of a rock garden at this year's Chelsea Flower Show. It was open throughout last week and was visited by Princess Margaret and the Earl of Snowdon

cash in on any sign of improvement indicates that these national failings are by no means eradicated.

ROYAL WEDDING. It so happened that a member of my family was in Athens at the time of the royal wedding, not indeed as a lady journalist " covering " the affair, but as a tourist. I could have wished to change places with her; for, from the pictures of Princess Sophia which I have seen, she looks (if I may respectfully call her so) a perfect duck and full of fun and charm. I hope she may one day be Queen of Spain, with a wiser and more liberal Court than Alphonso XIII and Queen Ena (try as they would) were able to create. I wish the couple well, and, should their heads be crowned, may those heads lie easier than those of the last sovereigns, whose liberal ideas and essential good-will made no headway against adamant tradition and protocol and the disrupting outside influences that preyed on a people whom I have come to respect for their cheerfulness, simplicity, honesty and decency. True, my estimate of their worth is derived only from the " ambassadors "—the girls who have sometimes come from the neighbourhood of Corunna to solve my own domestic problems. If these " ambassadors " were representative of the Spanish people, I wonder the more that we and other European nations have so long looked down our noses at a race which can teach us all a lot about the simple virtues which most of us have " lost awhile." The " affluent society " possesses more material than spiritual assets. The Spanish peasant, passing rich on £50 a year, may bank with the Bank of Heaven.

THE THROCKMORTON DIARIES. A correspondent has supplied me with a sound reason why the Throckmorton diaries, recently discovered and used by Mr. Rowse in his latest book on Ralegh, were found among family papers of the Hales family near Canterbury. It seems that there were three baronetcies in the Hales family, all descended from a brother of Sir Robert Hailes (so spelt) who was Lord High Admiral and Treasurer of England in the fourteenth century and was killed in Wat Tyler's rebellion in 1381. (I note that D. N. B. does not notice him.) These Hales baronetcies were Hales of Woodchurch, Hales of Coventry and Hales of Bekesbourne, near Canterbury. It seems that Lady (Anne) Hales, wife of the second baronet of Woodchurch, the senior baronetcy in the family, was the granddaughter and heiress of Arthur Throckmorton, the diarist, and presumably, in the process of time, the Hales of Bekesbourne (and Brymmore, Somerset) survived longest and inherited possessions from the elder branches. Sir Thomas Pym-Hales, of Bekesbourne, to whom I recently referred, sometime M.P. for Dover, was still living with his family near Canterbury at his death in 1773, and his wife and heiress-daughters remained there as late as 1805 when Jane Austen used to visit her brother Edward Knight at Rowling and Godmersham nearby. I have not read elsewhere this clear proof of the provenance of the diaries—though no doubt it is known to Dr. Urry and to Dr. Rowse. I reflect that since one of Pym-Hales' co-heiresses was my great-grandmother, from whom we inherited several interesting possessions of the Pyms and Hales, these Throckmorton diaries might well have been among them, if only our ancestors had not treated their archives as junk. Perhaps it is too late for my family to put in a claim for them!

BERTRAND RUSSELL. I have no doubt that Bertrand Russell most of his life has *enjoyed* being a rebel, as much as did Wilfrid Blunt. He has never wrapped his extraordinary intellectual talents in a napkin. He has used them to the full with advantages. If on his ninetieth birthday there are critics who dismiss him as a foolish old man harping on a broken string, who should long ago have retired from the stage, not one in 10,000 has the brains to comprehend his mathematical achievements or to understand the philosophical contributions of his prime; and not one in a million is yet in a position confidently to dismiss his latest crusade as an old man's folly. For my part, I take off my hat to a man who, twenty years beyond the psalmist's span, is still in harness, still using his mighty lance, still ready to suffer wounds and ridicule, still tilting at shams, loose thinking and easy acceptance of the unproven, still rejecting the comfortable, laurel-crowned retirement reserved for such as he, but battling on like a young squire who has yet to win his spurs. If the spirit of man is unconquerable, he is a witness to the truth. I see no reason why he should not continue to goad us out of complacency, and disturb our comfort; for few of his contemporaries among world statesmen and scientists are in any better position than he to prove right about the fearful imponderables of our day. His guess is as good as theirs and better than yours and mine.

THE OLD STAGER

British and Free French troops move across Sword Beach during Darryl F. Zanuck's re-creation of the Allied invasion of Normandy—D-Day, June 6, 1944, eighteen years ago. Much

ENTERTAINMENT

THE LONGEST DAY

On location in Normandy

Based on the book by Cornelius Ryan, *The Longest Day* is the story of the twenty-four hours of D-Day. It has been given a mammoth production and, for what it is worth, is claimed as the most expensive black-and-white film ever made. The huge cast includes 57 stars and 167 speaking parts. The list is so long that it seems to the jaundiced eye that everyone in the film world "has done his bit," as they used to say in wartime. Most of the picture was shot on the actual locations of the landings in Normandy, including the small village of Ste. Mère Eglise, the first French town to fall into Allied hands. The film covers various meetings of the Allied Chiefs of Staff, the voyage across the Channel, and the landings on the beaches which were code-named Utah, Omaha, Gold, Juno and Sword. To be released by 20th Century-Fox, the film should be seen in London later this year.

Captain Maud (Kenneth More). Brigadier-General Roosevelt (Henry Fonda). An R.A.F. officer (Richard Burton)

British glider-borne troops land to attack th

...he film was made on the actual locations in France

...rne River Bridge

Lord Lovat (Peter Lawford) leads his Commandos ashore at Sword Beach

Free French troops engaged in the bitter struggle to capture the key point of Ouistreham

THE VOICE OF THE COMMO

CANADA

A satellite to be launched in the autumn

Canada's first satellite, unusual for the length of its antennæ, will be launched this autumn at Vandenberg Air Force Base by means of a rocket provided by the United States. The satellite, mainly of aluminium, will be about 42 ins. in diameter and weigh about 270 lb. Orbit will be nearly polar at an altitude of 625 miles, taking about 105 minutes to circle the earth.

The experiment will provide information on the upper levels of the ionosphere by radio sounding techniques. It will also provide information on radio signals that emanate from outer space. This will assist Canada and the U.S.A. in improving long distance telecommunications.

An unusual feature of the satellite will be four antennæ associated with the sounding transmitter, the longest yet used with satellites. There are two of 75 ft., with an extended length of 150 ft., and two of 37 ft., a total of 74 ft. On blast-off, the antennæ will comprise strips of thin, heat-treated steel, rolled up on drums for automatic extension when separation from the rocket takes place. The antennæ will then form themselves into rigid tubes extending on the same principle as a carpenter's collapsible steel rule.

Instruments include: the Sounder—similar to a miniature radar set which will transmit sounding pulses and measure the time for the echo's return; the Telemetry Transmitter—which will relay this information to ground telemetry sites; a Command Receiver—will switch on the sounder which is normally inactive. After twelve minutes of operation, the estimated time for one " pass " over one ground telemetry station, the sounder will turn itself off automatically to conserve power; and Power Supplies—four nickel cadium batteries will be rechargeable from solar cells. The latter generate current when the sun shines on them. There will also be four 20-in. antennæ for the telemetry equipment.

Mr. Lee Kuan Yew, the Prime Minister of Singapore, speaks to the Press in London. He told newsmen that the Federation of Greater Malaysia was expected to come into being in June 1963. He was naturally unable to comment on this in any detail pending the report of the Cobbold Commission on Sarawak and North Borneo. Prior to his London visit, Mr. Lee had explained the project of Greater Malaysia to neutralist leaders, including Prime Minister Nehru of India and President Nasser of Egypt

Brigadier Fergusson, Governor-General Designate of New Zealand, and his wife examine New Zealand wool at the Port of London Authority wool stores. With them is Mr. Arthur of the New Zealand Wool Commission

Mr. Marshall, New Zealand's Deputy Prime Minister, with Mr. Macmillan, and Mr. Sandys, the Commonwealth Relations Secretary after talks in London

NEW ZEALAND

Deputy Prime Minister's visit to London

Mr. J. R. Marshall, New Zealand's Deputy Prime Minister, Minister of Overseas Trade and Minister of Industries and Commerce, left Wellington last week for a visit to Great Britain. On his arrival in London he made it clear that the reason for his visit was the critical stage reached in the negotiations taking place in Brussels for Britain to join the European Common Market. He was concerned at the vulnerability of New Zealand's large amount of exports of butter, cheese and lamb to the British market (50 per cent. of New Zealand's export earnings) and had come to London, he told a Press conference, because " We want to be in the next room." The statement also said that although a great deal had already been achieved in clarifying the attitudes of all participants in the negotiations, " our impression is that there still remains a substantial gulf to be bridged in the negotiations before it could be held that vital Commonwealth interests had been protected."

Mr. Marshall stressed to the Press that any solution acceptable to New Zealand must be on a long-term basis, and that he was against the idea of a transitional period while New Zealand sought other markets, because production in New Zealand was geared to British tastes. " You don't change the traditional pattern of farming in ten years," he said. Agricultural protectionism in industrially advanced countries had had the double effect of restricting access to markets and of resulting in surpluses which on occasion are dumped to the detriment of normal suppliers. He commented that New Zealand could sell butter to the French people at " half the price they have to pay for it."

New Zealand did not feel pessimistic over the Brussels negotiations, he said, only determination to " fight every inch of the way " to secure access for New Zealand's products in Britain and comparable outlets in Europe.

WEALTH

INDIA

Dr. Radhakrishnan takes office as the new President

Last month Dr. Sarvepalli Radhakrishnan took the Presidential oath of office in the Indian Parliament, administered by Mr. B. P. Sinha, the Chief Justice of India. The new President then administered the oath to the new Vice-President, Dr. Zakir Hussain, and then presented the Bharat Ratna, India's highest award, to the retiring President, Dr. Rajendra Prasad. Dr. Radhakrishnan has been Vice-President for twelve years; he was elected to the office when India became a republic in 1950.

He was born in 1888 in a remote village of what is now Andhra Pradesh, " without any advantages of birth and wealth." He was educated in mission schools and graduated from Madras Christian College in 1907, obtaining his M.A. at Madras University two years later. After lecturing at Madras Presidency College and Mysore University, he went to Calcutta University as King George V Professor of Philosophy in 1921. While there he wrote his celebrated *Indian Philosophy*, which was an attempt to interpret Hindu thought to the West. In 1929-30 he was the first Indian to deliver the Upton Lectures and the Hibbert Lectures at Oxford, and he became the first Indian to hold a chair at Oxford in 1936 when he was offered the Spalding Professorship of Eastern Religions and Ethics, a post he held until 1952. He was confirmed in his post at Calcutta University for life in 1931.

Dr. Radhakrishnan led the Indian delegation to Unesco from 1946 to 1952 and was chairman of Unesco in 1948-49. He was appointed Indian Ambassador to Russia from 1949-52 and played an important part in putting across India's concept of neutralism in Moscow. As Vice-President he has presided over the deliberations of the Rajya Sabha, the Indian Upper House. His election as President has been widely welcomed. Among the messages of congratulation he received was one from the Queen which said, " You take with you to this great office a world-wide reputation as philosopher and statesman and the high regard of many people in many lands." One of his first acts as President has been to throw open the doors of the vast Presidential Palace in New Delhi on two mornings a week to public petitioners, including the poor, the sick and the unemployed. The holding of such a public court is a particularly Indian tradition.

India's outgoing President, Dr. Prasad, is decorated by new President Radhakrishnan

The items in " The Voice of the Commonwealth " are contributed and do not necessarily reflect the views of the Editor of " The Sphere "

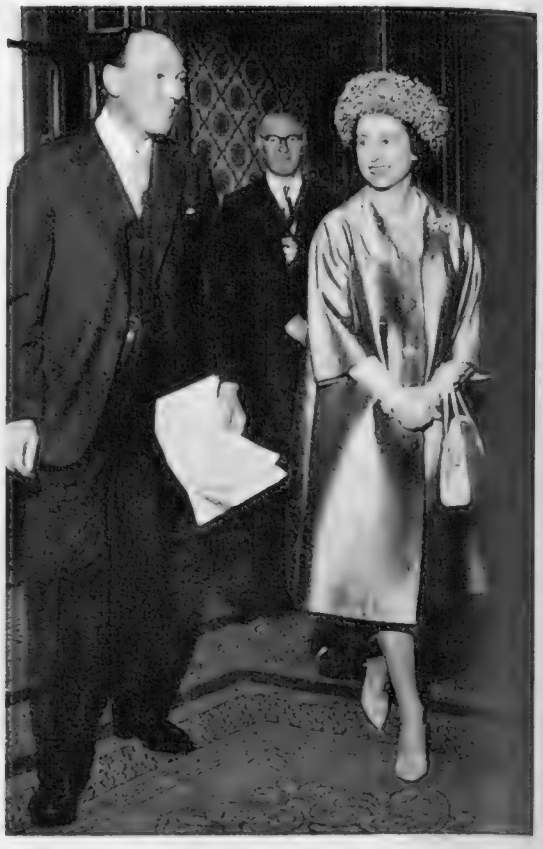
From left are Chief Akitoye Coker, the Agent-General in London for Western Nigeria, Chief Festus S. Okotie-Eboh, the Nigerian Federal Finance Minister, and Chief Akin-Deko, the Regional Director for West Africa of the United Nations Food and Agricultural Organisation. Chief Okotie-Eboh left London last week. During his visit Britain agreed to provide long-term loans of £10,000,000 towards Nigeria's development plan

BOOK REVIEW

Peninsula at the crossroads of the East

Much of the history of the Malayan Peninsula involves the complicated power politics of small states, and the intrigues, successes and sudden downfalls of various tuns, tunkus, datos, rajas, sultans and rulers. These are further confused by the large number of invasions to which the peninsula was subject by virtue of its position on the crossroads of trade in the Orient. Mr. J. Kennedy, Senior Lecturer in History at the Malayan Teachers' Training College, at Kirkby, in his HISTORY OF MALAYA (Macmillan. 30s.), conducts the reader through this maze with clarity and scholarship. Starting with the Kingdom of Malacca under the legendary Parameswara, he reaches the modern Federation by way of evangelising Islam, evangelising and spice-seeking Portuguese, spice-seeking Dutch, and conquering Bugis (a restless tribe from Southern Celebes who dominated Malaya in the eighteenth century). Finally there are the administration-minded British, very reluctantly sending in residents to combat a near breakdown in the tin-trade in 1874 arising from the activities of militant Chinese secret societies (the Ghee Hin and the Hai San in the Larut district of Perak), because if the British had not, the French or the Dutch would. Malayan history has its share of outstanding personalities. Two who emerge especially clearly are St. Francis Xavier, the Portuguese missionary, whose funeral in Malacca was attended by large numbers of Asians because of the intrinsic Asian respect for a holy man; and that enterprising Empire-builder Thomas Raffles, founder of Singapore, whose name was " only too bitterly familiar " to the Dutch. Mr. Kennedy's section on the twentieth century should be read by all those seeking a background to present problems in Malaya. As well as straightforward narrative, this book has useful sections on social structure and economic growth, and several instructive illustrations and maps.

The Lord Mayor of London, Sir Frederick Hoare, and the Lady Mayoress, second from left, stand on the dais at Guildhall with other members of the official party at the reception to delegates attending the 21st Congress of the Federation of Commonwealth and British Chambers of Commerce, which was meeting in London



The Queen at the opening of the Congress at the Fishmongers' Hall with Lord Lloyd, the President

CITY AND COMMONWEALTH

From left are Mr. Santiapillai and Mr. Jayawardena, delegates from Ceylon, with their wives. **Right:** Mr. J. Ade Tuyo, of the Nigerian delegation, talks with Sir Handley Bird and Sir Arthur Kirby, the Commissioner for East Africa

Mr. F. C. Badhwar, the head of the Indian delegation, is presented to the Lord Mayor

Lady Garner (centre), wife of Sir Saville Garner, Permanent Under-Secretary at the Commonwealth Relations Office, and Mr. Sen-Gupta, Minister (Economic) at India House in London, and his wife. **Below:** Mr. Akinkugbe, of the Nigerian delegation, and Mr. J. C. Achara the Agent-General for Eastern Nigeria

The Queen shakes hands with Mrs. Edu, the wife of Chief S. L. Edu of the Lagos Chamber of Commerce, Nigerian delegate at the Congress

The 21st Congress of the Federation of Commonwealth and British Chambers of Commerce was opened by the Queen at Fishmongers' Hall in the City of London last week. Welcoming the 300 delegates from fourteen different countries, the Queen said: " As the independent members of the Commonwealth grow in numbers and as their economies develop, so also does the importance of the part they can take in world affairs. . . . I am told that about a quarter of all the trade between nations is between those of the Commonwealth." During last week separate committees were appointed to deal with important topics such as the promotion of inter-Commonwealth trade and economic policy, with special reference to the Common Market. The delegates visited Hatfield House, Windsor, and the House of Commons. The Lord Mayor of London gave them a reception at the Guildhall and among dinner engagements was one at the invitation of Mr. Roy Thomson and the Council of the Royal Commonwealth Society.

C

CRISIS LANDS

Background to events in South-East Asia

A peasant peacefully at work in a field of green vegetables near Dalat, in South Vietnam

Fishing boats moored to the Laot

Politics and geography have combined to make the South-East Asian countries that were once French Indo-China one of the most confused and confusing areas of world tension. Laos, Cambodia and Vietnam were under French rule until the Second World War. Anti-imperialist forces in these countries waged a bitter struggle for independence until the 1954 Geneva Conference. Then a provisional line was drawn across Vietnam, to contain the Communists in the north, and Laos, Cambodia and South Vietnam became officially neutral. But the influence of Communist China, the ambitions of Ho Chi Minh of North Vietnam to rule a unified Indo-China, and the fierce political rivalries in the countries, have kept a ferment of agitation on the boil. The U.S. policy of containment of Communist China has been realised in massive supplies of aid to pro-Western Governments in South-East Asia.

Geographically, South-East Asia possesses fearsome terrain to fight over. In addition, borders are not clearly marked, and zones of influence overlap. One of the most prominent features is the Mekong River running along the boundary between Laos and Thailand. This was taken to mark the line to be defended by the U.S. Marines committed to the defence of Thailand. In recent years, however, much of the fighting in South-East Asia has been in the form of guerilla warfare, in the jungles and marshes. Such is particularly the case in South Vietnam, where Communist-trained guerillas have been infiltrating the country ever since the 1954 agreement. It has been estimated that there may be as many as 20,000 of these guerillas, in the country. They are trained and supplied from North Vietnam.

Street scene in the modern, French-influenced quarter of Saigon, South Vietnam's capital

Women, in t

ian bank of the Mekong River, which forms the border between Laos and Thailand (seen in the background). The river ends in a delta in South Vietnam

heir traditional costume, at the flower market in Saigon. **Right:** The Royal Palace at Hue, in the north of South Vietnam. From here emperors once ruled the whole of Indo-China

BRIAN VESEY-FITZGERALD

FINDING OUT ABOUT FOXES

I have been watching a fox earth. If that sounds very energetic—nights spent in the open in all weathers and all that sort of thing—I must regretfully disillusion you. I can see the entrance to this fox earth, from my bedroom window, clearly and with the naked eye, though not as clearly now as a month ago, because everything has now grown up. I am sure that, if I had fixed up a mirror in the bedroom and pointed it correctly, I could have lain in bed and watched these foxes. But I am a lazy man and no sort of a handyman. I got out of bed and leant on the sill. And that way, of course, I could use binoculars.

The earth is in the sandy hillside on the other side of the narrow valley from the cottage. It is within our boundary, but separated from the main body of the property by a narrow " slit " (the local term for a very narrow lane), which is a right-of-way. Not many people use this slit, and in any case the earth is above it and, from slit-level, shielded from view by some thin scrub. Foxes have used this site for many years, but not necessarily every year. It was not used last year, at least, not for a litter, though it was used the year before. In early March the vixen did a little excavation, which is, I think, unusual, because foxes are not very particular about their housing arrangements and are not over-keen on digging.

Hereabouts, at any rate, foxes do not seem to use an earth two years running. There is another earth on our property, overlooking the kitchen garden and within a few yards of the greenhouse. This one was used last year, but has not been used for a litter this year; though I am pretty sure that it has been used by dog-foxes off and on as a lay-by. There are plenty of foxes in this valley and any number of lying-up places on the scrubby hillsides and in the woods. I am coming to the conclusion that the earths (the big holes) are used only by vixens for their litters and that, during the rest of the year, both vixens and dogs lie-up; either above ground in thick undergrowth or in small temporary holes among the roots of trees or in banks and so on, and only occasionally in earths.

Somehow you do not seem to see foxes during the winter. They seem to be much more definitely nocturnal then, so you only hear them. This vixen came into season towards the middle of January and the nights were then very noisy, for she would run up and down the valley calling many times from the garden and sometimes, from the sound of it, within a few yards of the cottage. It was a high-pitched yapping scream, and the dogs following would answer her, and each other, with their short yelping bark, uttered twice in quick succession and then repeated after a short gap.

There is a great diversity of opinion about the marital habits of dog-foxes. Some people maintain that the fox is monogamous, remaining strictly faithful to the vixen, though not necessarily to the same vixen each year. Others, and they would include most countrymen, believe that he, like the domestic dog and the tom-cat, is promiscuous. Some go further and maintain that the vixen is also promiscuous and will, like the bitch and the cat, receive one male after another during her season. Myself, I do not know. I lean to the promiscuous theory, because I have heard so many dog-foxes barking after one vixen.

I believe that there are always more dog-foxes than vixens. Lord Knutsford, a famous M.F.H., maintains that " in a litter of six, only two would be vixens." I consider it very unlikely that most of them will go through a year disappointed. Of course, I know that there are records of dog-foxes bringing food to litters when the vixen has died. There are also records of tom-cats attempting to care for litters under similar circumstances. Most tom-cats take a very dim view of kittens: and I think that dog-foxes with the parental instinct are equally exceptional. All I can say, with certainty, is that I have not seen a dog-fox at this earth.

How very little we really know about foxes! We know that they are born blind and that they remain so for at least a week. We know that the young fox, like the young of many animals, has blue eyes. But nobody seems to know for certain how long they are suckled. T. F. Dale in *Fur and Feather* (and he did know a good deal about foxes) says for only a month; but it is more commonly believed to be for about eight to ten weeks. I have watched these three cubs nearly every morning and a good many times during the day and in the evening since about the middle of April, and I have not seen them suckled. Perhaps this always happens underground?

Cubs are usually described as having grey-brown or mousy brown woolly coats and short pointed tails. When they were very young these had short pointed tails all right, but their coats were so dark as to be almost black. About 6.30 each morning the vixen, light red but with rather more white about her than usual, small and thin, would come out, cross the " slit " and the small paddock and drink from the small stream at the bottom of the garden. Then she would return and call the cubs, who would bundle out to play. She would lie down and thrash her tail and they would pounce and worry it: the play of kittens rather than of puppies. Now, of course, they are growing fast. Already they are as large as a big cat, their tails no longer pointed, their coats a light brownish-grey. They are now often out in the middle of the day, and spend less time playing and more scratching.

One hears many stories of the cleverness of foxes. This vixen is both clever and cautious. From her earth she looks directly down upon our hens and ducks and geese. When she drinks from the stream they are separated from her only by a small hedge and wire-netting. I have not lost one. Of course, I shut them up at night, but often I do not remember to do so until 11 p.m. or later, so she has had every chance. Not only has she left them alone, she has not even disturbed them. Geese are the best of watch-dogs, but not once has our gander created. He seems to know that he is safe. Anxious not to draw attention to her family, this vixen is hunting at a distance and wearing herself to a shadow: a good mother. Her cubs, I fear, will not be so wise. Sooner or later I shall have to act in my own, and my neighbours, interest. And I hate the thought.

The Bancroft's team go out to field on their home ground. **Below:** The Haberdashers' Aske's team

Haberdashers' opening pair—R. N. Sen-Gupta and M. S. Sorrell. **Right:** G. A. Robertson (Bancroft's) is caught by the wicketkeeper, P. Hovell (Haberdashers' Aske's).

PUBLIC SCHOOLS CRICKET

BANCROFT'S v. HABERDASHERS' ASKE'S

A. J. Fairhead (Bancroft's) plays an attacking stroke to leg

Bancroft's School's home match, at Woodford Green, in Essex, against Haberdashers' Aske's School, proved to be an interesting game, although it ended in a draw. The visitors batted first, their opening pair being R. N. Sen-Gupta, their captain, and M. S. Sorrell. It was a cautious start against the medium pace bowling of A. J. Parker, Bancroft's captain, and A. J. Sanford. Sen-Gupta played a major part in his side's total of 139, scoring 49. The Haberdashers' innings collapsed suddenly, the last five wickets falling for seven runs. With two hours left for play, Bancroft's made a bright start, A. J. Fairhead and D. E. Hollest scoring 41 before being separated. But later batsmen found scoring difficult, particularly against Sen-Gupta, who took 4 for 33 and the match ended with Bancroft's scoring 116 for 8.

This is the first in this season's Public Schools Cricket weekly series.

A. J. Sanford bowling for Bancroft's

S. Nazeer (Haberdashers') is surrounded by a close-set field

GABOR DENES

YACHTING

On top of its many duties arising from looking after every aspect of the sport, the Royal Yachting Association achieves considerable success with its publications. The 1962 Yearbook, which is being distributed now to well over 15,000 interested parties, is a veritable tour de force of administrative efficiency. On my bookshelf I have the yearbooks going back ten years, and even over such a limited period the improvement is astonishing.

In 1953 a slim volume contained a list of 661 member clubs and just over 2,000 personal members, in addition to other sundry information. The numbers have rocketed in the intervening time to such an extent, that now, while the Yearbook itself is about twice the thickness of the 1953 one, the list of personal members is published in a separate fat volume, as Supplement C, supplied on request. No wonder, for their number has risen to over 14,000, and this supplement containing their names and addresses is even bulkier than the Yearbook itself.

The Yearbook, with the names and addresses of 1,100 odd recognised clubs, associations, societies and committees also contains much additional useful information. In a separate section, clubs and the classes they sail are cross-indexed in every possible way, including one geographical list of clubs with the relevant classes. This information is further augmented by maps of clubs in the London area, in Scotland and Ireland, Miscellaneous information which makes the Yearbook into an almost universal pocket guide for yachtsmen includes such items as the International Code of Signals in full colour, conversion tables for measurements between metric and British systems, the Regatta and Dinghy fixtures of the season, and for the first time, the complete R.Y.A. Portsmouth Yardstick.

The last mentioned has special significance as a further step in the progress of this excellent system. Originally conceived by S. Zillwood Milledge, and sponsored by the Portsmouth Harbour and Racing and Sailing Association in 1951, it has had a profound effect on dinghy racing in many parts of the world.

Since 1961 it has been administered by the R.Y.A., while Zillwood Milledge has joined the R.Y.A. handicap committee. This has not only improved its standing, but the information on which it is based has become much more readily available, with a corresponding increase in reliability. In itself it is not a handicapping system, but a means whereby a boat handicapped under one system can be given an equivalent handicap under any other system.

Two other supplements are published in connection with the 1962 R.Y.A. Yearbook. "A" contains the International Racing Rules, with R.Y.A. prescriptions added, and various appendices full of good advice on the organising and running of races. Supplement "B" contains the Appeals which have come before the R.Y.A. Appeals Committee over disputed decisions by protest committees submitted from all over the world. This represents a growing thesaurus of "case law" which is very scanty as yet, on account of the current Racing Rules having been in force for only such a short time. Among the 47 cases included, some deal with actual protest cases against which an appeal has been raised, and some merely give the R.Y.A. decision on questions of interpretation of the new, 1961 Racing Rules. The R.Y.A. Secretariat, which produces these publications as merely a small part of its busy job, must be congratulated for an outstandingly efficient effort.

Gretel, the Australian challenger for the America's Cup, sails down Sydney Harbour under spinnaker and mainsail. The yacht was due to leave for New England on June 1

With spinnakers billowing in the fresh breeze, two Dragons head towards the leeward mark during Bermuda's International Race Week on Bermuda's Great Sound

During the opening laps of the Dutch Grand Prix at Zandvoort—the first championship race of the 1962 season—leading drivers are, from the front, John Surtees in the V-8 Lola; Bruce McLaren in the new V-8 Cooper; Innes Ireland in the U.D.T./Laystall V-8 Lotus; Phil Hill in the V-8 Ferrari; and Trevor Taylor in the V-8 Lotus 24. **Left:** Graham Hill, the winner, in the latest V-8 B.R.M., is followed by Dan Gurney in the flat-eight Porsche. The race was a triumph for the new British cars, either powered by Coventry Climax V-8 or the B.R.M. V-8 engines, Graham Hill proving an easy winner, and Trevor Taylor finishing second ahead of Phil Hill in the Ferrari. It was the first time out in a major race for a number of latest models, including the new Lotus 25, this year's Cooper and the 1962 Porsches. All being well, these cars, and their drivers, will be contesting the second Grand Prix of the season at Monte Carlo this Sunday, June 3.

THE GRAND PRIX SEASON

TRAVEL

TURKEY'S RIVIERA

By **GORDON COOPER**

One day, but fortunately not yet, the Turkish Government will decide to enter the mass tourist market, for this country has undoubtedly great attractions, offering an extraordinary variety of scenery, climate, architecture and races. A recent visit by cruise-ship brought me to Antalya, on the Turkish Riviera, the main centre on a 300-mile stretch of coast in the Eastern Mediterranean. Shaped like a crescent the province of Antalya is separated from the mainland interior of Turkey by the Taurus Mountains. The Taurus Range, that reaches to peaks nearly 9,000 ft., comes down to the sea through pine forests, by way of rivers, which often end in beautiful bays. The climate is always springlike.

The town of Antalya is the chief port on this Riviera coast, as well as being the only place which can be called a resort. The town itself presents a rather drab appearance, the shops are hardly enticing, but there is a pleasant modern hotel (*Terras*) where I would be quite happy to laze and make my base for excursions. It is a place that grows on one.

In Antalya the most obvious landmark is the beautiful Truncated Minaret, built in the thirteenth century and ornamented with enamelled blue bricks. Also of interest are Hadrian's Gate, erected on the occasion of the visit of the Emperor in 130 A.D., the Tower of Hidirlik, probably used as a lighthouse, the ruins of a Roman-Byzantine church, and an interesting museum. The principal attraction of this old town is its setting, with its colourful port and superb Bay, where there are some glorious sandy bathing beaches.

Antalya is an excellent base for excursions: to Perge, Aspendos and Side—all once flourishing cities set in a fertile countryside—possibly also to Alanya, the waterfalls of Manavgat, Kizil Kule and Myra. The archæologically minded will find other sites, too, of importance, for this province has been inhabited since prehistoric times, while it was a district of greatness during the Roman, later Byzantine domination. Alanya, which was the Coracesium of the second century B.C., was an important revictualling port for the Crusaders. It was from Antalya, that St. Paul sailed with St. Barnabas for Antioch, on the first of his missionary journeys.

A good road leads to Perge (12 miles) where there are the remains of one of the most important cities of Pamphylia. Here St. Paul preached his first sermon. The heart of the city was its Acropolis, but its most remarkable monuments are the great amphitheatre and a fine stadium, built on a long series of arches, which still stand intact. The ancient town is regarded as a model of Greek town-planning.

Twenty-five miles east of Antalya and beyond Perge are the ruins of the ancient city of Aspendos, world-famous for its well-preserved theatre. Built on the side of a hill, this is the best-preserved Roman theatre in the whole of Asia Minor and probably in all Europe. It even, in my opinion, excels the great theatre in Orange. Built in the second century A.D., the gift of two citizens, its stage-building is immense, for its back wall is 120 yards long and 80 ft. high. There is surely no better place in which to enjoy the audibility of the human voice, for even seated at the top tier of the vast auditorium it was possible to hear clearly every word, even when whispered, of our guide-lecturer. No satisfactory explanation has been given of the splendid acoustics to be found in various ancient theatres, such as at Epidauros, Ephesus and Aspendos.

The auditorium can hold up to 25,000 spectators; it is still in use, for annually, in May, classical plays are performed here during a festival. In the rest of the ruined city there is much still standing to indicate its former greatness. Unfortunately, on a conducted tour there is no time to browse around, which the importance of this site fully merits.

Following the main road eastwards, Side must be added to any list of outstanding sights. This tremendous Græco-Roman port city, whose name means pomegranate in an ancient Anatolian dialect, is situated on a low promontory beside the coast. The great Byzantine walls are much ruined, but the far earlier Roman theatre is still extremely fine, and it could hold well over 25,000 spectators, thus making it the largest in all Pamphylia. In Imperial times in the second and third centuries B.C. Side was extremely prosperous, largely due to its slave trade, and many fine buildings were erected, thus causing it to be described as a " splendidissima civitas." Excavations were only begun on this site in 1947, so that much still remains to be discovered. There is an interesting small museum in the village of Side.

Not far from Side are the spectacular Manavgat Falls, while continuing along the main road Alanya is reached. This is the most

Activity at the quayside in the harbour of Antalya, the chief

The Roman theatre at Aspendos on the Turkish Riviera, built in the second century A.D.

ort of the region of Antalya, the Turkish Riviera on the East Mediterranean coast

easterly town on the Turkish Riviera. It is wildly picturesque, set on the slopes of a steep and hilly promontory which is intricately criss-crossed with thirteenth-century fortified red walls, while among them are scattered crazily dilapidated wooden houses of every imaginable colour. There is a superb bathing beach, an adequate hotel, and it is claimed that there are only twenty-three rainy days a year—most of them occurring in the month of April. With its well-sheltered harbour, the port played an important part during the Hellenistic period, and even today the thirteenth-century Seljuk ship-building yards are employed for the construction of the substantial boats employed by the local sponge-diving fleet. Also to be noted in this town is Kizil Kule (Red Tower), built in 1225.

West of Antalya an interesting goal is the little town of Demre, near which is Myra, legendary home of Santa Claus. Actually, he was a bishop of Myra in the fourth century, becoming the patron saint of virgins, also of sailors. In the eleventh century, however, sailor-pirates from Bari raided the sanctuary, broke open the sarcophagus, and carried away the bones of the saint—a kind of tourist trophy in the Middle Ages. The relics now lie in the Church of St. Nicholas in this Italian port. The annual festival of St. Nicholas is one of the most colourful in Europe. Incidentally, the journey to Demre is best made by boat, for the road there from Antalya is long and trying.

NOTE: Apart from calls made at Antalya by Hellenic cruise-ships, there are regular summer air services from Istanbul, Izmir, and Ankara. There is a weekly ship service from Istanbul. Antalya can also be reached by land route: by road in 12-13 hours; from Bundur station (reached by rail) there are buses which take 3-4 hours to reach Antalya. There are three weekly trains from Istanbul to Burdur. There is a helpful official tourist information office in Antalya, while the Press Officer, Turkish Embassy (43 Belgrave Square, S.W.1.) can also deal with queries. Oceanways (23 Haymarket, S.W.1.) is a travel agent who can supply tickets and details.

BOOKS

MEMOIRS AND REMINISCENCES

Women M.P.s; designing gardens; intelligence tests; and this week's novels

" With all you 've seen and done, all the people you 've known—you ought to write a book." This must be one of the most frequent expressions of relatively uninformed opinion that exists. These enthusiasts seldom consider whether the much-experienced person so addressed is capable of writing acceptable prose. There are too many autobiographies published, but sometimes there is an exceptional book, which has almost demanded to be written. Of these is the autobiography of Mr. Jack Lindsay, Australian poet, traveller, and more or less zestful liver of the *vie de bohème*. FANFROLICO AND AFTER (Bodley Head. 30s.) is the third volume of his autobiographical trilogy, taking the reader up to the year of the author's call-up in 1941 and beginning with his passage from Western Australia to Europe. Mr. Lindsay is the son of that remarkable artist, Norman Lindsay, and his own gifts include the ability to make friends, to initiate enterprises, to make pungent records of his own wanderings, friendships and loves—and to write of Bloomsbury, Florence and the West Country during the late 1920's with an unusual force of evocation.

MEMOIRS OF A SPECIAL CASE (Chatto and Windus. 18s.) are the engaging, volatile and discursive reminiscences of Mr. Chaim Raphael, Oxford don, Foreign Office official, Hebrew scholar and author, under another name, of a handful of thrillers. Mr. Raphael has written this book with all the warmth and immediacy of a personal conversation and, whether he is discussing the Psalms, " so terribly quotable "; New York and its attitude to Jews; Jerusalem and love during the period of the British Mandate; the poetry of Blake or the likeness of French Jews to André Maurois, he is consistently provocative, entertaining and, in general, wise.

WOMAN IN PARLIAMENT (Odhams. 21s.) is an impressive title, and Mrs. Jean Mann, who herself had fifteen years as M.P., has devised a pretty impressive book to go with it. Her book is a survey of the place of feminine members in the House of Commons, their difficulties as candidates and as elected representatives, the careers of backbenchers, the problem of absenteeism and, pretty trenchantly, the situation in the Labour Party of the present day, splits and all.

Mr. Russell Page has made a reputation and a career for himself as a designer of gardens and especially of gardens " built " to harmonise not only with the house which they surround but with the natural features of the countryside. THE EDUCATION OF A GARDENER (Collins. 45s.) is his autobiography, less personal than professional, for he has written most attractively about a number of the gardens which he has undertaken in this country, in Italy, in France and even on pent-house terraces in Paris.

LEO MCKERN as an eccentric Dutch bargee in the film, *The Inspector*. A story of post-war Europe, it is based on a novel of the same name by Jan de Hartog. The film opens at the Carlton Cinema, London, on June 7

Mr. Darrell Huff, author of that splendid work, *How to Lie With Statistics*, has now produced another, which is equally essential reading for those who have long had the impression that intelligence tests were not the surest way of rating intelligence. SCORE: THE STRATEGY OF TAKING TESTS (Gollancz. 15s.) is very funny, authoritative and practical. Professor C. Northcote Parkinson (that great man who devised Parkinson's Law) writes: " That such tests are bogus and produce the worst possible results has long been generally known. But Mr. Huff has now given this pompous ritual a new validity." With that pronouncement I heartily agree.

THE MUSIC MAKERS (Michael Joseph. 21s.) is Mr. Sidney Harrison's book on the lives of great composers from, roughly speaking, Palestrina to George Gershwin, and it is as readable, in its clearly-phrased way, as many a novel. The author discusses the history of music and progresses naturally to a series of studies of the composers themselves, bringing them to life not in a series of sketches but in relation to each other through the centuries.

The list of novels begins this week with an extraordinary one by Mr. Anthony Burgess. A CLOCKWORK ORANGE (Heinemann. 16s.) is a good example of the kind of book which is more than a little difficult to get into (in the time-honoured phrase) but which *is* worth the effort once one has grown accustomed to the oddness of the language used by the very juvenile delinquent who is the narrator. The publishers suggest that the light will dawn after fifteen pages but I am ashamed to say that it took me twenty-one before I really settled down to appreciating this horrific but gripping story of malchicks (or very bad boys), millicents (or policemen) and violence carried to the *n*th degree. Not, repeat not, for the squeamish.

LUCKLESS JOHN BYNG

A scapegoat Admiral

The tragedy of Admiral John Byng, who after his failure to relieve Minorca was brought home to England, tried by court-martial, condemned to death, and shot on March 14, 1757, on his own quarter deck at Portsmouth, aroused vast controversy in his own day, and has produced a spate of literature ever since. Dudley Pope has marshalled the known facts with skill and an obvious desire to be fair to the luckless admiral. His own view is that Byng's court-martial and death constitute a terrifying example of a government conspiring to frame a commander-in-chief to save itself. AT 12 MR. BYNG WAS SHOT (Weidenfeld and Nicolson. 30s.) takes its curious title from the master's log of H.M.S. *Monarch*, dated that ill-fated March 14, which stated laconically " ½ past 7 a.m. Mr. Byng's coffin was brought a bord. At 11 lowerd down our lower yards, and at 12 Mr. Byng was shot dead by 6 marines and put into his coffin." Byng's behaviour in his last hours was full of courage, and this, with the savagery of his punishment, has turned opinion in his favour. Truth to tell, however, he was not a fighting admiral; but Mr. Pope reveals him as a very civilised sort of man.

At the time when tens of thousands of Chinese, fleeing from the dire poverty of their own land, have been seeking to gain entry into Hong Kong and the leased territories, Dr. F. D. Ommanney's FRAGRANT HARBOUR (Hutchinson. 25s.) makes a most timely appearance. Here this gifted writer, who spent three years living and working in Hong Kong, takes a close look at this city of squalor and rare enchantment, this human ant-heap where every available nook and cranny is occupied by someone making a living, where few things are done for their own sake and few for the glory of God. The pathetic shacks of the refugees cover the hillsides of Hong Kong like a rash, and it is little wonder the city is loath to take in more people.

The tales of those who have broken the chains of convention and security on get-away-from-it-all world voyages are numerous enough these days, but here is one with a special flavour, for the author is a young Trinidadian who built his own yacht under a shelter of coconut fronds near his home at Port of Spain and then sailed for England with his attractive half-Chinese wife and their childhood friend Buck Wong Chong. AN OCEAN TO OURSELVES (Peter Davies. 25s.) is an engaging book. If there were perils enough en route there were more good days than bad, and all three members of this determined little crew clearly found great solace on the high seas. Fortunately for the two men, the author's wife is a good cook even in the confines of *Humming Bird's* diminutive galley.

In THE COUNTRYMAN ANTHOLOGY (Arthur Barker. 18s.), John Cripps has brought together some of the choicest pieces published in *The Countryman* during the years of his editorship of that journal between 1947 and 1952. Home life in Fermanagh, the Highland cinema, the rural bus, the parish councillor, the local wart charmer, and the caravan dentist are among a host of subjects touched upon in this widely varied miscellany.

HIGHLAND LANDSCAPE (National Trust for Scotland. 15s.) is a valuable little survey of twenty-three regions of exceptional beauty in the Scottish Highlands. W. H. Murray, a well-known Scottish mountaineer, is the author, and each of the surveys is accompanied by a sketch map identifying the particular area with the ordnance sheet. For walker, cyclist and motorist here is a handy guide, and one that is beautifully printed and presented.

Thor Heyerdahl and Edwin N. Ferdon, Jnr., are collaborators in a massive report on the Norwegian Archæological Expedition to Easter Island and the East Pacific. Volume I, entitled ARCHÆOLOGY OF EASTER ISLAND (Allen and Unwin. 11 gns.), covers nearly 600 pages, and included with it are a mass of drawings and half-tone illustrations. This material is expertly edited and presented, forming a vital contribution to archæological knowledge.

Richard Edmonds

SWEET WATER AND BITTER (Methuen. 18s.) is Mr. Gordon Meyer's analytical and deliberately-paced story of a disintegrating marriage between an Englishwoman and a South American businessman. They part and the wife returns to England where she exists in an autumnal mood of sadness until she hears from her husband that he is coming to see her and she is forced to take stock of her life. Thoughtful and perceptive.

Mr. Mark Oliver's novel about the brilliant father of a gifted son is a study, and quite an effective one, of the corroding effect of possessiveness. In FEET OF BRONZE (Cassell. 15s.), a rich and famous sculptor is shown as lavishing all his love on his only child who nevertheless leaves home to marry and to lead as separate an existence as possible. Effective, even dramatic, and emotional to a perfectly acceptable degree.

The three thrillers this week all have something to commend them, particularly Miss Joan Fleming's WHEN I GROW RICH (Crime Club. 12s. 6d.), which can either be read as a whodunit or as an intelligent and evocative novel which is set in Istanbul. THEY 'RE NOT HOME YET (Gollancz. 15s.) is technically first-rate, as Mr. Forbes Rydell's books have a way of being, but not even a plot as neatly constructed as this one can really reconcile me to the kidnapping of children as an entertaining subject. As for THE PURSUER (Heinemann. 18s.), by Gunther Weisenborn, a well-known German author, this can properly be docketed as a psychological murder story. Plenty of suspense and a clever use of detail.

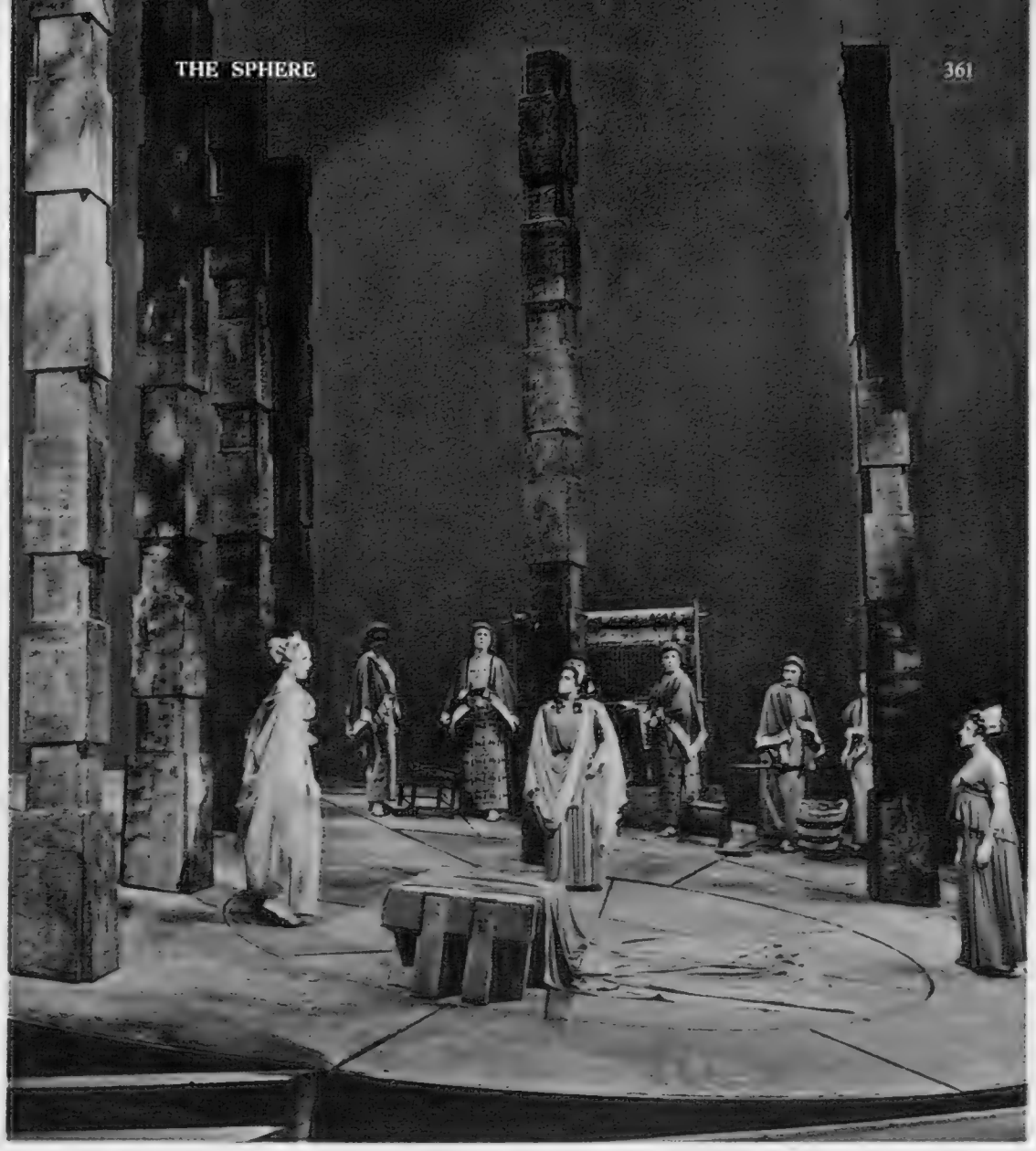
Vernon Fane

WHO KILLED COCK ROBIN?

When great men die untimely, sinister rumours often arise. Bonaparte's medical history and his life on St. Helena offered many reasons for his death, at the age of fifty-two, from natural causes. It is late in the day to seek to prove that he was poisoned by arsenic, a rumour not very prevalent in 1821. A modern Director of Public Prosecutions would be a rash man to "spot the knave" to put in the dock with a *prima facie* cause, and the prosecution's brief would be jam to a Marshall Hall for the defence. Marshall Hall was nuts on forensic medicine and had great experience in arsenic poison trials. His cross examination of experts and other witnesses would ensure a verdict of not-guilty on two vital points alone: (1) the authenticity of the lock of hair found at last to contain arsenic in killing quantity. There must have been as many locks of Napoleon's hair at one time as authentic dirks, sporrans and snuff-boxes used by Prince Charlie; (2) the opportunity for the murderer. Ruling out Lowe or the "British Government" as ridiculous, and Napoleon's *entourage* as lacking adequate motive, it is to be observed that, at all relevant times, he was attended by a doctor of his own or his family's choosing. His own moribund assertion that he had been done to death might mean anything or nothing. But Mr. Sten Forshufvud's WHO KILLED NAPOLEON? (Hutchinson. 25s.) makes an exciting *whodunit?* in the modern manner.

Perhaps the weak and saintly, mild and obstinate Pope Pius VII, Chiaramonti, has a better claim to stand in History's dock as Bonaparte's "murderer." Mr. E. Hales, in his NAPOLEON AND THE POPE (Eyre and Spottiswoode. 21s.), makes out a case for him. Napoleon himself admitted that he treated that Pope all wrong, and that the Pope's long-drawn-out passive resistance in the face of many outrages and brutalities was a prime cause of Napoleon's failure fully to retrieve his fortunes after 1812. Bonaparte realised that he should have had Holy Church on his side. But Pius VII, both at Savona and at Fontainebleau, held out for his faith, and his weakness was made just strong enough.

John Gore



Helen (Margreta Elkins) tells Andromache (Josephine Veasey) of the death of Hector

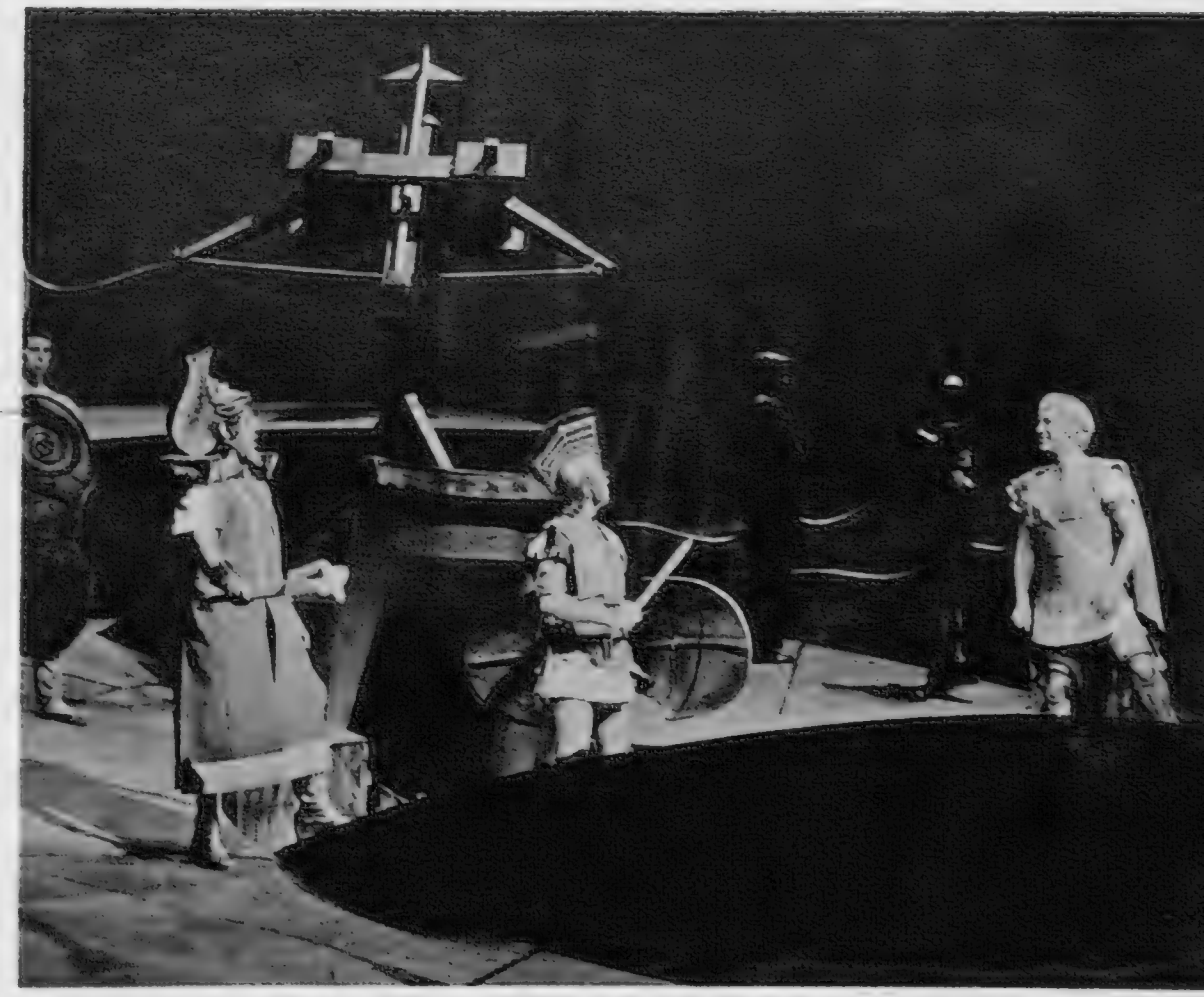
Michael Tippett's new opera was to have its world première at the Belgrade Theatre, in Coventry, this week as part of the Cathedral Festival before entering the repertory at the Royal Opera House, Covent Garden. It is produced by Sam Wanamaker and conducted by John Pritchard. Scenery and costumes are by Sean Kenny. The cast is headed by Forbes Robinson as Priam, and Marie Collier as Hecuba. This is Tippett's second opera, and deals with the "problem of choice."

Photographs by Reg Wilson

KING PRIAM

at the Royal Opera House

from June 5



Priam (Forbes Robinson) with Hector (Victor Godfrey) and Paris (John Dobson) before the fight with Achilles

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Pat Hunting

Mr. Hunting, the chairman of the Hunting Group of Companies, stands outside the main entrance of the Group's headquarters in London. At the beginning of the year he became chairman of the Group, which has remained a family concern since it was founded in 1874 and which, although still primarily concerned in shipping, has diversified into other fields, notably oil and survey. Charles Patrick Maule Hunting was born in 1910 at Newscastle and educated at Rugby, where he was captain of cricket, and at Trinity College, Cambridge, where he read Modern Languages. On coming down, he qualified as a chartered accountant in 1936 and then joined the family business. During the Second World War, he served with the 2nd and 4th Battalions, Royal Sussex Regiment, from 1939-45, seeing active service in France and Belgium in 1939-40; the Western Desert with the Eighth Army, 1942-43; and in Iraq, Persia and Palestine. He passed Staff College, Camberley, in 1945 and was then in Germany. Before becoming group chairman, Mr. Hunting's special responsibility was that of being chairman of the Hunting Survey Group, based throughout the Commonwealth and the Americas, which has the distinction of having operated in over seven continents simultaneously and having worked in more than eighty countries. Mr. Hunting is also a director of Berry Wiggins and Co. Ltd. and Hunting Aircraft Ltd. He is a member of Council of the Chamber of Shipping and chairman of the Tramp Tanker Section. Married, with two sons and two daughters, he lives at Haywards Heath, Sussex, and his chief hobbies are fishing, golf and model railways

HOW INDUSTRY IS HOUSED

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Almost everyone who works for a living leads two different lives, in quite different places. Those who work in actual production, at any rate, tend to lead their working lives in slightly more modern surroundings than they live in at home. This is simply a matter of age so far as buildings are concerned; it has nothing to do with comfort. But a recent survey of industrial factories—concentrated, admittedly, rather upon the medium and larger establishments—suggests that a little more than half of them have been built since 1939, which is a good deal more than we can say yet for the houses and flats in which we lead our private lives in this country.

This is partly because the years immediately after 1939 were a period in which many factories were built, but practically no houses. Britain became significantly more "industrialised" during the war years, and in spite of widespread damage, a high proportion of the shells at least of the factories put up then are still housing industry today. But it is also partly because a factory is a building which must generally be more closely adapted to what goes on inside it than a house—and what goes on inside changes more radically over the years. There is also a factor of finance in the modernisation of our industrial environment: factory buildings are subject to depreciation, though the period is generally long, forty years or more. So over its working life a firm will accumulate funds set aside for the replacement of this largest asset as well as of its many others—though, in recent years, with the changes in building costs, seldom anything like enough.

A higher proportion of factories, again, have probably been built in the last twenty years than of offices. The recent building boom in large offices seems to be rather more of a reaction to the inflation of site values near the centre of cities than of altering the environment of business to fit changes in the technique of white collar work. A new office building generally makes operations inside it more efficient, and nearly always makes more economical use of the available space (which is not quite the same thing; offices tend to be cleaner perhaps, more uniform, and smaller). But any kind of regulations about working conditions for offices are a comparatively new thing, against the hundred years of legislation about conditions in factories. And a majority of white-collar workers probably still work in relatively old buildings, inconvenient and often never designed for such a purpose, though sometimes comfortable.

Factory inspectors in Britain call on about 210,000 "industrial establishments," though a vast proportion of these are workshops rather than anything the ordinary person would call factories. Cut out those with less than ten persons working in them, and the numbers come down sharply, though even with this tail of tiny workplaces left out the average factory in Britain isn't very large. There are about 56,000 establishments in manufacturing employing more than ten people apiece, of which about 40,000 employ fewer than a hundred. About as many people, however, are employed in factories with over 500 working there as in smaller factories; and 20 per cent. of the manufacturing labour force work in plants with 2,000 or more people working there.

For every hundred people employed in industry about two acres of land seem to be used, though the works and ancillary buildings on the site generally take up only about a fifth of this. The rest is roads, sidings, space for extension, and the like. This is a lower "density" than for office buildings, mainly because few factories go more than two storeys up, and a growing proportion are single-storey; it is more in line with residential "densities" of population to land area. Even inside factories, the white-collar staff work closer together. It is room for production that takes up the space, particularly in the heavy industries where the amount of machinery per worker is larger, often more elaborate, and generally tends to increase as labour-saving technique develops.

Since the war, about 90 per cent. of the factories built in Britain have been "bungalows"; and even among multi-storey factories—which are most frequent, understandably, in the industrial areas of cities—all the production often goes on at ground level, with the offices or stores overhead. In general manufacture there is some tendency towards standardisation in factory buildings. The "plant industries," in which equipment is massive, immovable, and integrally connected, such as iron and steel, chemicals, and oil refining, form a separate and entirely specialised group here; you can't turn a power station into a nylon factory through a takeover bid.

But in light and medium manufacturing, where the requirements of medium-sized separate machines, a degree of mechanical handling, power, services and storage are fairly uniform, a given factory can be shifted quite readily from one industry to another. In the large cities there are often single factories housing several firms doing entirely different things; and some of the local authorities anxious to attract industry to not very prosperous areas have from time to time built "advance factories" for all comers.

Working on one floor level, provided the site area isn't too expensive, fits in conveniently with most transport systems inside the factory. In theory, also, it offers a greater chance of using natural light, from overhead glazing such as the "north light" roofing system. In practice, this recent factory survey threw a little doubt upon the value of natural lighting, particularly in the South of England. Making all the allowances that they could for sunshine, cloudy days and any elements of technique requiring extra light, the studies showed that factories in the Home Counties had their electric lights on for twice as many hours a week during the periods of nominal "daylight" as those in the Midlands. There didn't seem to be much difference in the periods that the lights were kept on, either, between factories with a lot of glazing overhead or a little. Perhaps our windows are allowed to get dirtier; or perhaps our Southern eyes are naturally dimmer.

If factories are becoming more uniform, should one assume that they also represent a standard, comparatively invariable element in industry's costs? Presuming that all architects designed buildings efficiently and economically, then one could perhaps assume that those of much the same age ought to have similar costs. But the variations in style and elaboration of building that are quite common result in a very wide range of first cost—from say £1 to £6 per square foot of floor area. This means an annual cost, in capital charges, averaging perhaps 4s. a sq. ft.; maintenance, lighting, heating, rates and insurance add about as much again. That may not sound much (though it leaves out the value of the land). On the other hand, labour costs in a factory, reckoned against the floor area of the actual production buildings, may not be more than 30s. to £2 per sq. ft. Regarded in this light the costs of the factory shell, before one puts any equipment at all into it, begin to be quite significant.

Moreover, one can probably assume that over the working life of a factory—which in practice may average sixty years—the proportion of labour cost in the final cost of its products will decline. At any rate, the amount of manpower used in their production will decline, even though it gets better paid. Over the years the elements of fixed costs—primarily machinery, but also the factory building and its services themselves—are likely to grow in importance. The factory may become slightly less important as a place for people to work in, even though it will remain the place where work is done.

So economy in building it, or in getting the utmost value for money, may become more important; and amenity for the people working inside, in terms of total space and facilities, slightly less important? Comfort and amenity for the people who spend a third or so of their lives there—though working hours, too, will probably decline—may increase, in terms of service per employee. But for a given amount of output, there should be steadily fewer employees—taking less of the house room of industry.

The Timex Electric watch, launched recently, is powered by a minute battery (top right) much smaller in diameter than a sixpence and little thicker than a threepenny-piece. Guaranteed for one year, the battery replacements cost 5s. each. The Timex Electric, by eliminating the need for a mainspring, offers the chance of greater accuracy than ordinary watches, since the power supply is constant. Unlike other electric watches, the Timex Electric is so designed that the owner can replace the battery himself, without having to go to a jeweller or watch repairer. These novel watches, which are stated by the makers to be water-dust- and shock-proof, are available in six models, ranging from a chromium-plated version at 12 guineas to an 18-ct. gold-plated model, with rolled gold bracelet, at 16 guineas

BRITAIN IN SWEDEN

The British Exhibition in Stockholm ends tomorrow, after a fortnight of great business activity. At the opening Hr. Erlander, the Swedish Prime Minister, spoke of the British Trade Fair as a " manifestation of the power, vitality and versatility of one of the world's leading industrial nations." A Swedish paper described it as the finest Fair ever seen in Scandinavia. More than £3,000,000 was invested in the Exhibition, in which 500 firms were showing their products in 210,000 sq. ft. of exhibition space. It was estimated that between 200,000 and 300,000 people would visit the Fair before it closed. On one of the most popular stands, that of the National Coal Board, spot checks showed that up to 700 or so people an hour were going down the model mine. Encouraging news of sales, orders and contracts was received from all sections of the show, especially from the motor and engineering firms. For example, the Swedish Navy ordered a large number of gas turbine jet engines for motor torpedo-boats, valued at £1,300,000 from Bristol Siddeley Engines of Coventry. There were many visiting businessmen from Denmark, Norway and Finland. The Fair was expected to give a considerable stimulus to the sale of British products all over Scandinavia.

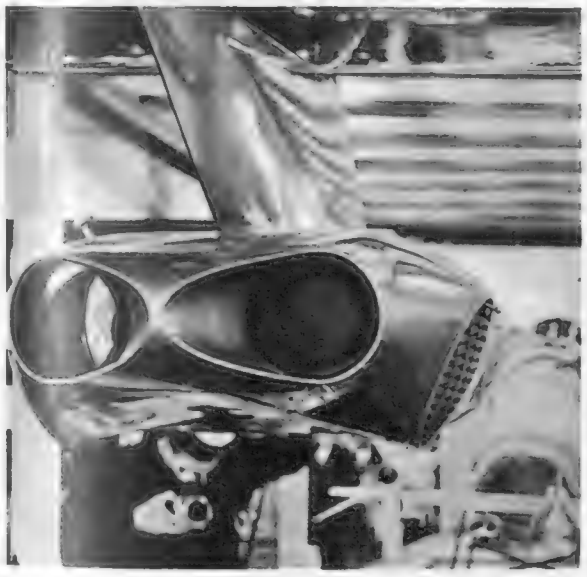
King Gustav of Sweden, second from left, examines a model hovercraft on the Vickers-Armstrongs (South Marston) stand

The British European Airways stand is in the centre of this view of the Exhibition in Stockholm

King Gustav raises a point with Sir Graham Hayman, the chairman of The Distillers Company Ltd.

A section of the Shipbuilding Conference stand

The giant antique copper still is part of the stand of The Distillers Company Ltd.



Above left: A striking outdoor exhibit of a Fordson tractor, Stockholm. **Above right:** The National Coal Board stand designed by Mischa Black. This is the first time the N.C.B. has exhibited at an overseas trade fair

Left: A Rolls-Royce engine on show. **Right:** Mr. E. Daniels, Mr. Bo Nordstrom and Mr. J. Hunsworth at the London Clearing Banks stand. **Below:** A panorama of the exhibition

LAUNCHED ON THE CLYDE

The 50,000-ton BP tanker, *British Bombardier*, enters the Clyde after being launched from Alexander Stephen and Sons' yard at Linthouse, Glasgow. In the water the 760-ft.-long hull had only about 90 ft. of space and elaborate precautions were made to halt the vessel and slew her round. She is the biggest vessel launched from the south bank of the Clyde

Below: the same day, the mid-section and bow for a bulk carrier for the Great Lakes—named *Lake Winnipeg*—is launched on the Clyde at Scotstoun by the Blythswood Shipbuilding Co. The new section was towed up-river to be joined to the stern section of the tanker *Nivose*. The work is being undertaken by the Scotstoun builders and Barclay, Curle and Co. Ltd.

THE MECHANICS OF BATTLE

The Corps of the Royal Engineers held their annual demonstration of current military engineering techniques at the School of Military Engineering at Chatham, in Kent. Among the demonstrations were shows of wet bridging and assault and support rafting in Gundolph Pool, Upnor, and the River Medway. Of particular interest here were the Gillois experimental amphibious bridging units. These are of French design, with inflatable pontoons, and make a speed in the water of nearly six knots. This part of the programme also included the construction and operation of infantry rafts, and of various floating bridges. An interesting new idea seen in the demonstrations at the Gordon Field Works Ground was the use of small, highly-trained groups of sappers as parachutist saboteurs, as when a token couple from 9 Independent Parachute Squadron demonstrated free-falling, not for sport, but to get undetected through an enemy's radar screen. Major-General T. H. F. Foulkes, the Engineer-in-Chief, stressed that the sapper is a fighting soldier as well as a technician who goes "where civilian tradesmen cannot, will not or must not go." The programme of demonstrations lasted over the course of last week.

A pontoon for the light floating bridges display is brought by a Westland Belvedere helicopter

The Gillois, a French-designed experimental amphibious bridging unit, which retracts its wheels when in water and has a propeller fitted to the bridgeway which swings at 90 degrees to the truck. **Below:** The Gillois unit takes to the Medway

A mechanical minelayer in action. Also demonstrated was minelaying by helicopter

A Land-Rover, fitted with special hubs which ride on cables, crosses a ravine

INDUSTRY AND THE STOCK MARKET

BUOYANT BEER

By "THE SPHERE" CITY CORRESPONDENT

New details of Britain's beer production for 1961-62 show that the brewers have had their best year since just after the war. Over the last financial year beer output rose to more than 27,000,000 barrels, an increase of some 1½ per cent. on 1960-61 and the best comparable total since 1947-48.

One striking feature of 1961-62 beer output is that it was the strongest produced since war-time years. This reflects customers' growing preference for stronger quality brews and for bottled beers. This current picture of rising sales contrasts sharply with the recession which affected the brewery industry in the middle 1950's. The recent sales increase is all the more impressive as it has been achieved in face of higher duty imposed by the Chancellor in last July's " Little Budget."

The brewers' success reflects two new trends in the industry. One is a sharp increase in new capital investment, notably on redecorating and improving Britain's licensed houses. The second is the recent crop of mergers in the brewing industry which have helped to improve production and distribution—and also, incidentally, helped to provide the funds needed to finance development.

To investors, Britain's big breweries are assured of a steady market, simply from the consumer demand for their product. But even more important is the brewers' trend towards higher sales value, which reflects the progressive improvement in the quality of beers and customers' willingness to pay for quality. The other encouraging feature for City investors is that in many newly-formed groups the mergers have been carried through so recently that the full benefits of integration have yet to emerge. These benefits are particularly important in savings of transport, economies in production, such as the closing of less economic breweries or bottling plants, and the distribution of the merged companies' beers through a larger number of public-house outlets. All Britain's leading brewery groups, where the top six now control some 30,000 public houses, are the product of merger moves.

Easily Britain's biggest brewery group is Ind Coope Tetley Ansell, which owns almost 10,000 public houses. This nation-wide merger was carried through just over a year ago to include Ind Coope covering the Midlands and the south (having recently acquired Taylor Walker), along with Ansell of Birmingham and the Tetley Walker group operating in Yorkshire and Lancashire. While this group has not yet established a long profit record, its first results were fully up to the original forecasts. Early this year Mr. Edward Thompson, the chairman, was confident that growing lager sales would increase again over 1962. Ind Coope suffered initially from customers' swing away from bottled to draught beer, following last year's duty increases, but total turnover still seems to be rising strongly.

Watney Mann, who fought off Mr. Clore's take-over bid a few years ago, have themselves expanded by a series of mergers. Acquisitions over recent years include Phipps of Northampton, Ushers, Wiltshire and Wilson and Walker of Manchester. As a result, Watney Mann now own more than 5,000 public houses and approaching 1,500 off-licences. Watney's main short-term growth prospects arise from the fuller use of the new subsidiaries' productive resources, for their London breweries are working at full stretch. Mr. Simon Combe described 1961 as a year of consolidation, but some of the benefits from recent heavy capital spending should appear during 1962. Speaking earlier this year, Mr. Combe said that the first few months' trade had been greater than in 1961, when he had never known business to be so buoyant.

In these recent merger moves the greatest benefits for brewery shareholders should come in those groups where take-overs have only just been carried through. One notable example is the new concern now being formed by Charrington and United Breweries, which will form the third largest brewery in Britain. United, who have wide coverage throughout the north of England and Scotland, are not represented in the south, where Charrington have a large business. In this way the two groups are completely complementary: higher profits have been indicated for 1962. City forecasts are that earnings should improve still further as the two groups co-ordinate production and distribution.

In the City, brewery shares have enjoyed a good deal of support in recent years, especially those of smaller companies thought likely to be taken over by large groups. But for the average investor these smaller companies' shares are to a large degree speculative. United Breweries' recent bid for Hardys' Crown Brewery of Manchester showed that a bidder will not necessarily pay possibly inflated stock market prices.

Probably the best all-round equity choice is the Ind Coope Tetley Ansell group, whose 5s. shares can be bought to yield rather more than 4 per cent. For investors who are attracted by the short-term benefits from merger moves, Charrington-United shares should prove a useful holding. Current dividend yield is roughly the same as on Ind Coope.

GOOD LIVING *By Ganymede*

The house of Deinhard is still a family business and the principals both in Koblenz and in London are descendants of Johann Friedrich Deinhard who founded the firm in 1794. He in turn was a descendant of Hanns Christof whose well-known portrait—with glass in hand—is in the Nuremberg gallery. The present " rulers " in London are the brothers Hasslacher, who invited me recently to their offices to meet their young kinsman Herr Hanns Christof Wegeler on his first visit here as the new head of the Koblenz House. As might be expected, a tasting was offered, and a very exceptional tasting it was.

Only eight wines were included, but every one of them was a masterpiece of the golden year of 1959. All estate bottled, they were selected from the high price end of the list, and proudly represented the very best the firm has to offer. These were expensive wines, but the best German wines are always expensive. They cannot be anything else. One has only to consider the difficulties under which they are cultivated, and the prodigious amount of work involved in making an Auslese, especially a Beeren Auslese, wine.

These noble wines are produced only when it is possible to pick the grapes very late and to attempt this the gamble has to be " all or nothing." Either you lose the crop, or you succeed in ripening some bunches to a suitable state of *Edelfaeule* (noble rot), which are selected for picking (Auslese or Spaetlese). An even finer result is obtained, when the individual grapes are selected by hand-picking, and a Beerenauslese is made.

The Bell House at Sutton Benger in Wiltshire

Of the three Moselles included in the tasting, the Ayler Herrenberg Feine Auslese (42s.) had an amazing bouquet and great elegance, the Piesporter Goldtröepfchen Feine Auslese (45s.) was equally remarkable but much softer. Strangely I preferred this to the more expensive Bernkasteler Doktor Spaetlese (55s.) another superb wine, but to my mind a little lacking in bouquet.

Of the five Hocks, all from the Rheingau the Oestricher Eiserberg Riesling Beeren Auslese (54s.) had that lovely fruitiness typical of the finest wines made of the Riesling grape. In this case it was more pronounced in taste than bouquet. The Rauenthaler Wulfen Riesling Beeren Auslese (105s.) and the Oestricher Eiserberg Riesling Trockenbeeren Auslese (120s.) represented the best of those rich, liqueur-like, fragrant wines, full of delicious fruit and sugar, which must be sipped, not drunk, with the greatest reverence and admiration. (The prices given in brackets *are* per bottle.)

To aim at the gastronomic standard and ambiance of a Savoy Grill or a Mirabelle in the wilds of Wiltshire is an admirable ambition. I would admire Mr. and Mrs. John Stratton, the owners of the Bell House at Sutton Benger, for this alone, if nothing else. Having heard many impressive reports of this small country restaurant and hotel, I visited it recently with the greatest expectations.

The first impression from the outside reminded me of a typical country hostelry in the French countryside. The Bell House looks clean, colourful and inviting. Inside it is spacious and elegant, full of good pieces of antique furniture in the reception, the bar and the restaurant. The last has an atmosphere of space and comfort, very conducive to the enjoyment of good fare. The service is smooth and efficient, and the menu formidable. Mrs. Stratton, although born and bred in London, is French, and the genius of her ancestors must have assisted her in composing this most ambitious and extensive menu, comprising nearly everything you can imagine. Judging by the few samples I tasted, she has a great flair for producing her own interpretations of *haute cuisine* dishes as well as some original ones.

They are all prepared with the greatest care under the personal supervision of " La Patronne," and the sauces are particularly excellent. If only a tiny fraction of this tremendous care in the main dishes were to be diverted to the humble vegetables, perfection would be nearer. Of course, eating at the Bell House is not cheap, but the wines are well selected and not too highly priced. There is also a small number of very comfortable bedrooms, each furnished in a different style, with great elegance and exquisite taste.

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MOTORING

MULTI-BLEND SELECTION

The Triumph Vitesse and the revived Standard Ensign; the landscaping of motorways

By **COURTENAY EDWARDS**

I called at a garage in Ringwood Road, Bournemouth, one day this week and said to the petrol pump attendant: " Four gallons of half-and-half, please." He turned a lever at the side of one of the pumps to the appropriate position and fed my tank with an equal mixture of regular grade fuel at 4s. 6d. a gallon and high grade fuel at 5s. a gallon.

By the time one little " window " at the front of the pump was showing that four gallons had been served another, connected to an automatic computer, indicated that I owed the garage man 19s. Had I asked for four gallons (or any other quantity) of regular grade, or four gallons of high grade, or any of seven different " mixes " the forecourt attendant could have served me just as easily and the computer would have worked out exactly how much I owed.

Here is something new in British motoring. It is called " multi-blend selection " and has been introduced to Britain by Murco Petroleum, Ltd., an American " independent," which is the latest oil firm to invade this market and put up a new challenge to old-established brands like Shell, BP, Esso, Regent and National Benzole.

Each blending pump is fed by separate tanks of regular-grade and high-octane petrol and has two entirely separate electric pumping and metering systems. The different grades of fuel are delivered through two separate hoses, one inside the other, and are blended at the nozzle outlet.

The different Murco blends are known as Go 1, Go 2, and so on, up to Go 7. The company makes no recommendations as to which blend best suits the various *marques* and models. We all know how two cars from the same assembly line can vary considerably in engine characteristics and it is up to the customer to experiment until he has ascertained, by liveliness of acceleration, absence of pinking and fuel economy, the cheapest blend his engine will take and still function efficiently.

Murco will soon be opening half a dozen more stations with blending pumps in the south and south-east of England: in Essex, Surrey and Hampshire. Kent and Sussex will have some next, and it is Murco's aim eventually to cover Britain with a network of stations. Mr. Stribling Snodgrass, Murco chairman, informs me that site preparation for their first deep-water terminal in the U.K. has started at Grays Thurrock, in Essex.

I enjoyed driving the new Triumph Vitesse, with its 1,596-c.c. 6-cylinder engine, disc brakes and road-hugging suspension. Based on the popular 1.2-litre, 4-cylinder Herald, the Vitesse revives a famous old Triumph model name and has the distinction of being powered by Britain's smallest 6-cylinder production engine.

With a robust performance, including a top speed of over 90 m.p.h. and the ability to cruise comfortably at 80, with or without the optionally available Laycock overdrive, goes a mechanical smoothness which only a 6-cylinder unit can give. As with the Herald, the short, admirably-placed lever gives easy, positive gear-changing. The steering is even better than that of the Herald and during my test the braking left nothing to be desired. The Vitesse is offered in two forms: a saloon costing £837 (£177 more than the Herald 1200 saloon) and a convertible model for £893 (£162 more than the Herald convertible). The new 6-cylinder cars share with the Herald such virtues as a 25-ft. turning circle and an adjustable and collapsible steering column.

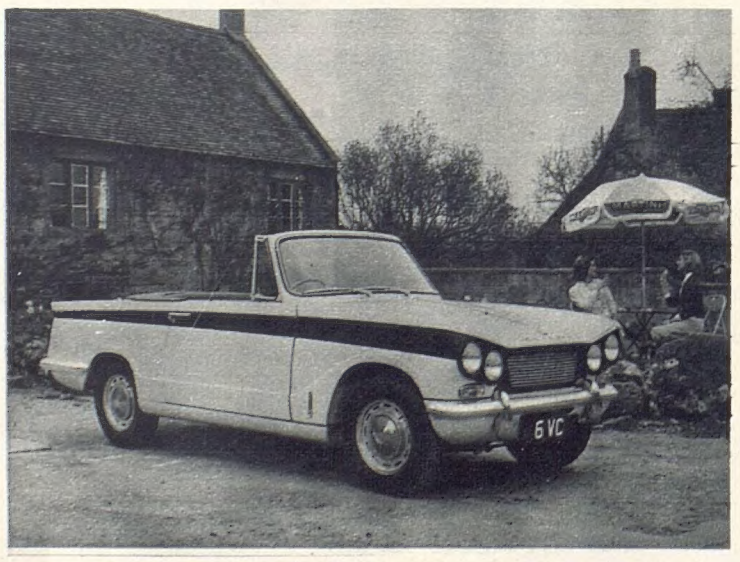
With two carburettors, the Vitesse lives up to its name by leaping from zero to 50 m.p.h. in 12 seconds and to 60 m.p.h. in just over 17 seconds. The engine has been developed from that of the Vanguard Six and produces 70 b.h.p. at 5,000 r.p.m. The makers claim a fuel mileage figure of between 30 and 40 to the gallon.

The Vitesse styling—the work of Giovanni Michelotti—is reminiscent of the Herald, but there is a distinctive, not to say provocative, front end with two pairs of headlamps set diagonally to give what has been called the " Chinese " look. Extensive use of anodised aluminium will ensure that such features as the radiator grille and bumpers will, even if neglected, retain their original brightness longer than most.

Real leather is an optional extra. The hood of the convertible is well designed and I am assured it can be put up or down in 90 seconds. I am glad to know that initial deliveries of the Vitesse will be made available to the home market. The U.S. will get some during late summer and the Continent in early autumn.

One of the new Murco blending pumps

The new 4-door, 4-5 seater Renault R8, the existence of which has now been briefly admitted by the firm



The new Triumph Vitesse 6 Convertible

With news of the Vitesse came an announcement from Standard-Triumph International that they are reviving the Standard Ensign saloon and estate car and fitting a bigger engine. It will use the 2,138-c.c. block which is the basis for the Triumph TR4 sports car engine and for the Ensign it will produce 75 b.h.p. at 4,100 r.p.m., give a top speed of 85 m.p.h. and offer effortless cruising at 75. The new Ensign saloon, which seats four or five full-sized adults in comfort, accelerates to 50 m.p.h. in less than 13 seconds and, depending on how it is driven, gives an m.p.g. figure of between 25 and 35.

The new Ensign, the styling of which has not been changed, has a four-speed gear-box with floor-mounted change lever in standard form, but a three-speed transmission with steering column lever will be available later on. The Ensign saloon costs £848, at which price it will be a lively competitor for the new 1.7-litre, 4-cylinder Ford Zephyr Four, which costs about £1 less. The estate car can be had for £1,013.

It was a bright idea of the British Road Federation to hold in London a conference on " Landscaping of Motorways," to which they invited experts from Germany, the U.S. and various parts of Britain. I was particularly interested in the contribution made by Professor Alwin Seifert, of Germany, who discussed the role of the landscape architect as a collaborator on motorway alignment and design.

He pointed out that before the start of the autobahn programme in the '30's there were hardly any landscape architects in his country.

A big change of outlook occurred when Dr. Fritz Todt was appointed General Inspector for German Road Affairs. When ordered to build 2,500 miles of motorways he decided they should be constructed as parkways and merged with the surrounding countryside. Professor Seifert was appointed his landscaping adviser, but he also advised on the actual planning and building of the roads.

One of his suggestions, happily adopted, was that in road alignment and design long straight lines should be replaced by flowing curves. Professor Seifert told the London conference that Todt appointed numbers of consultant landscape architects. They were called " Landschaftsanwalte " which means " counsel for the defence of the landscape against the engineers."

In a paper on landscape engineering Mr. R. W. Rose, county surveyor and planning officer for the Isle of Wight, said the two big problems of landscape engineering were: how to make a road appear appropriate to its surroundings; and how to prevent it becoming so monotonous that the driver becomes a danger to himself and others.

Mr. Rose said that to be appropriate to its surroundings a road did not necessarily have to have the same character as them. Otherwise, he said, it might sometimes be necessary " to devise means of making an ugly road."

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